

SEPTEMBER 2016



Draft Environmental Impact Report

(DRAFT EIR)

[STATE CLEARINGHOUSE NO. 2015021014]

for Los Angeles International Airport (LAX)
Landside Access Modernization Program

City of Los Angeles
Los Angeles World Airports

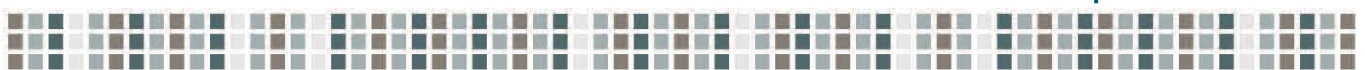
Appendix N



*Los Angeles
World Airports*

Appendix N

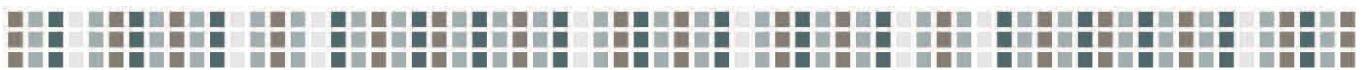
On-Airport Traffic



- N.1 LAX Classification Counts
- N.2 LAX Dwell Times
- N.3 LAX Travel Times
- N.4 24-Hour Automated Traffic Tube Counts
- N.5 Peak Hour Manual Traffic Counts
- N.6 Intersection Capacity Analysis Worksheets

N.1

LAX Classification Counts



Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

Project ID: 14-5501-ChanelsBus001
 City: Los Angeles

Day: Friday
 Date: 8/8/2014

NS/EW Streets	Sky Way		Sky Way		World Way North		World Way North		TOTAL
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	WESTBOUND		
LANES:	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES:	NS	EW	NS	EW	NS	EW	NS	EW	NS	EW	NS	EW	NS	EW	TOTAL
APPROACH %:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %:	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME:	NS	EW	NS	EW	NS	EW	NS	EW	NS	EW	NS	EW	NS	EW	TOTAL
PEAK HOUR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Prepared by National Data & Surveying Services
VEHICLE CLASSIFICATION COUNT

Location: 14-5501-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

#	CLASSIFICATION	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	TOTAL
1	Private Vehicles	517	0:00	521	578	554	490	504	439	488	507	453	495	6096
2	Taxicabs	67	61	51	64	60	55	36	41	30	37	43	31	576
3	Hotel/Motel Courtesy Vehicles	39	29	30	39	31	33	39	28	32	33	37	32	402
	Off-Airport Rental Cars	12	14	16	15	15	14	15	15	15	15	18	13	173
	Parking Airport-Operated Shuttles	26	14	15	11	9	9	9	11	6	13	8	10	141
4	On-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employees Airport-Operated Shuttles	0	4	0	0	0	0	0	0	1	4	0	1	11
5	SuperShuttles	8	2	5	5	9	5	5	7	9	7	4	5	71
	Other Shared Ride/Door-to-Door Vehicles	3	19	22	13	11	12	17	14	15	11	17	10	164
6	Limousines	16	13	10	7	3	6	7	6	6	6	4	8	92
	Charter Buses	4	2	1	5	0	2	4	4	3	0	3	2	30
8	City Buses	14	10	12	14	14	14	12	13	13	15	16	14	161
9	Service/Other	3	3	0	1	2	0	1	2	1	4	0	0	17
	Bicycles	0	2	2	1	1	2	2	2	0	2	2	2	18
10	TOTAL	709	723	685	753	709	642	651	583	622	646	606	623	7952

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 ChurchBuses.01
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 ChurchBuses.01
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:

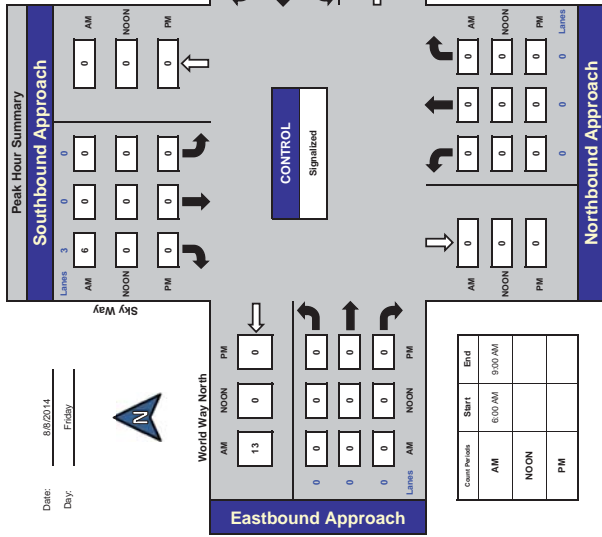


National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/2/2014
Day: Friday

Project #: 14-5501 Charter Bus-001
City: Los Angeles



Count Period	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM		

AM Peak Hour	NOON Peak Hour	PM Peak Hour
7:15 AM		

Intersection Turning Movement

[DRAFT]

Prepared by:



National Data & Surveying Services

Project ID: 14-5501 CityBus-001

City: Los Angeles

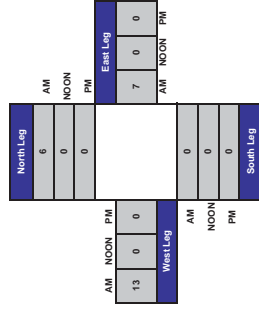
Day: Friday

Date: 8/2/2014

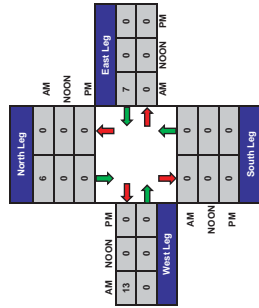
NS/FW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL			
	NL	NT	NR	SR	SL	ST	SE	ET		EW	WT	WR
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HR VOL	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 CityRues-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	Sky Way		Sky Way		World Way North		World Way North		World Way North		TOTAL					
	NORTHBOUND	SOUTHBOUND	SOUTHBOUND	NORTHBOUND	EASTBOUND	WESTBOUND	WESTBOUND	EASTBOUND	WESTBOUND							
LANES:	NL	NT	NR	SR	ST	SR	ET	ET	ER	ER	WL	WT	WR	WB	WB	WB
	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
UTURNS																
	NB	SB	EB	WB												
	0	0	0	0												

PEAK HOUR APPROACHES	SOUTHBOUND		NORTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 CityRues-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	Sky Way		Sky Way		World Way North		World Way North		World Way North		TOTAL					
	NORTHBOUND	SOUTHBOUND	SOUTHBOUND	NORTHBOUND	EASTBOUND	WESTBOUND	WESTBOUND	EASTBOUND	WESTBOUND							
LANES:	NL	NT	NR	SR	ST	SR	ET	ET	ER	ER	WL	WT	WR	WB	WB	WB
	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
UTURNS																
	NB	SB	EB	WB												
	0	0	0	0												

PEAK HOUR APPROACHES	SOUTHBOUND		NORTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

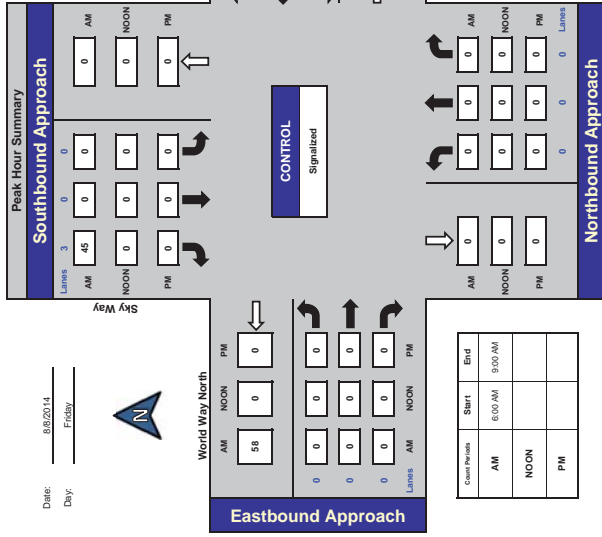
ITM Peak Hour Summary

[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/8/2014
 Day: Friday



Project #: 14-5501 City/Buses/0/0
 City: Los Angeles

AM Peak Hour	8:00 AM
NOON Peak Hour	
PM Peak Hour	

Intersection Turning Movement

[DRAFT]

Prepared by:
 National Data & Surveying Services

Project ID: 14-5501 Employee/Agent/Operator/Bus

Day: Friday

Date: 8/8/2014

NS/EW Streets	Sky Way NORTHBOUND			Sky Way SOUTHBOUND			World Way North EASTBOUND			World Way North WESTBOUND			TOTAL		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR			
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %:	# DIV01 #DIV02 #DIV03	# DIV04 #DIV05 #DIV06	# DIV07 #DIV08 #DIV09	# DIV10 #DIV11 #DIV12	# DIV13 #DIV14 #DIV15	# DIV16 #DIV17 #DIV18	# DIV19 #DIV20 #DIV21	# DIV22 #DIV23 #DIV24	# DIV25 #DIV26 #DIV27	# DIV28 #DIV29 #DIV30	# DIV31 #DIV32 #DIV33	# DIV34 #DIV35 #DIV36	# DIV37 #DIV38 #DIV39	# DIV40 #DIV41 #DIV42	# DIV43 #DIV44 #DIV45
APPROACH %:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CONTROL:	Signalized														

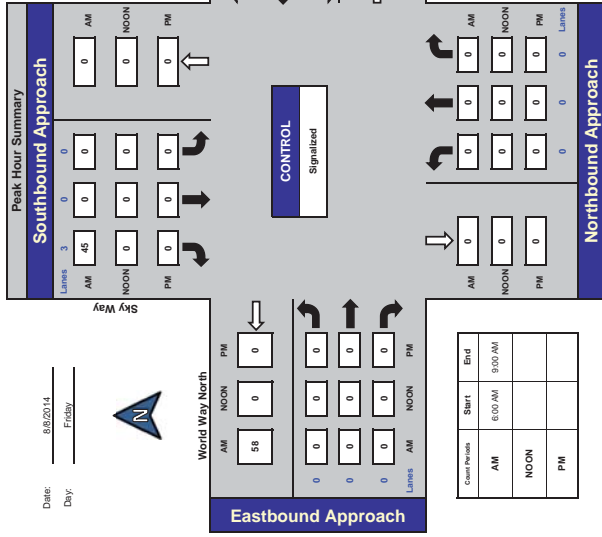
ITM Peak Hour Summary

[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles

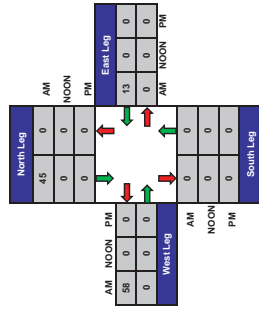
Date: 8/8/2014
 Day: Friday



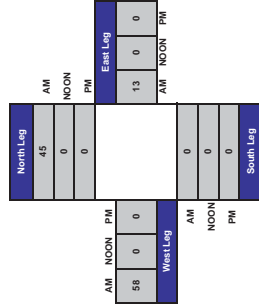
Project #: 14-5501 City/Buses/0/0
 City: Los Angeles

AM Peak Hour	8:00 AM
NOON Peak Hour	
PM Peak Hour	

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 EmployeeAccessModernization
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
PEAK HOUR VOLS	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	EB	WB	WB	EB	WB		
UTURNS	0	0	0	0	0	0	0	0	0	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 EmployeeAccessModernization
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
PEAK HOUR VOLS	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	EB	WB	WB	EB	WB		
UTURNS	0	0	0	0	0	0	0	0	0	0	0	0	0

CONTROL : Signalized

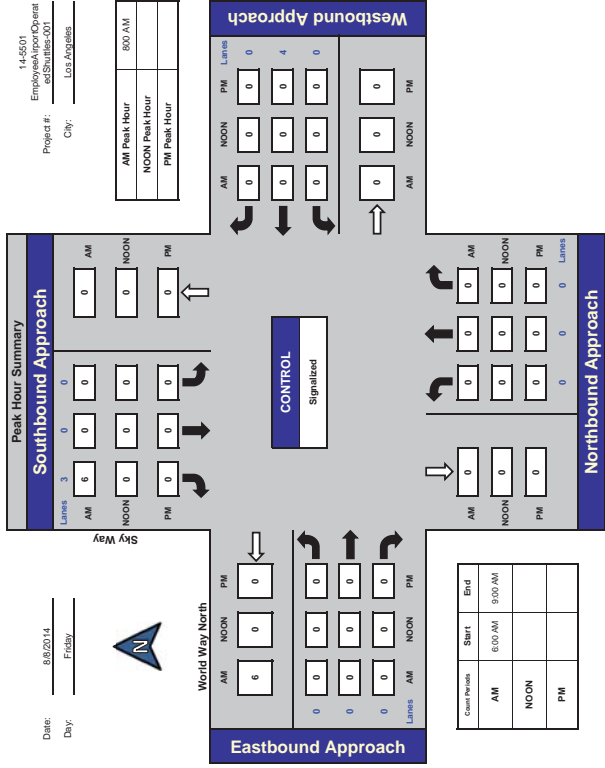
ITM Peak Hour Summary

[DRAFT]



National Data & Surveying Services

Sky Way and World Way North, Los Angeles



14-5001
Employee/Airport Operat
ed/Shuttles/001

Project #:

City: Los Angeles

AM Peak Hour

NOON Peak Hour

PM Peak Hour

8:00 AM

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

Project ID: 14-5001 Flyways/001

City: Los Angeles

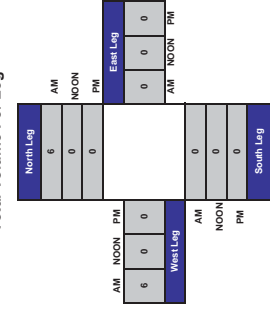
Day: Friday

Date: 8/8/2014

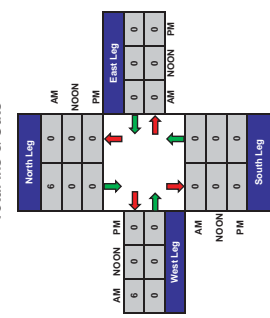
NS/EW Streets	Sky Way NORTHBOUND			Sky Way SOUTHBOUND			World Way North EASTBOUND			World Way North WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%
PEAK HOUR VOL	0	0	0	0	0	0	4	0	0	0	0	3	0
PEAK HOUR FACTOR	0.000	0.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000	0.000	0.750	0.000	0.250

CONTROL: Signalized

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Flyways-001

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	0	0	0	0	0	0
LANES:						3							4

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	WB	EB	WB	WB	EB	WB	
	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Flyways-001

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	0	0	0	0	0	0
LANES:						3							4

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	WB	EB	WB	WB	EB	WB	
	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 HotelsAndCourneyVehicles001

Day: Friday

Date: 8/8/2014

City: Los Angeles

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	RT	LR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	0	0	0	0	0	0
LANES:	0	0	0	0	0	3	0	0	0	0	0	4	0

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	EB	WB	WB	EB	WB		
	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 HotelsAndCourneyVehicles001

Day: Friday

Date: 8/8/2014

City: Los Angeles

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	RT	LR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	0	0	0	0	0	0
LANES:	0	0	0	0	0	3	0	0	0	0	0	4	0

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	EB	WB	WB	EB	WB		
	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Limousine-001
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		UTURNS			
	NB	NT	SB	ST	EB	ET	WB	WT				
LANES:	0	0	0	0	3	0	0	0	NB 0	SB 0	EB 0	WB 0

PEAK HOUR APPROACH %S	Northbound		Southbound		Eastbound		Westbound		TOTAL
	NB	NT	SB	ST	EB	ET	WB	WT	
PEAK HOUR APPROACH %S	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Limousine-001
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		UTURNS			
	NB	NT	SB	ST	EB	ET	WB	WT				
LANES:	0	0	0	0	3	0	0	0	NB 0	SB 0	EB 0	WB 0

PEAK HOUR APPROACH %S	Northbound		Southbound		Eastbound		Westbound		TOTAL
	NB	NT	SB	ST	EB	ET	WB	WT	
PEAK HOUR APPROACH %S	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 National Data & Surveying Services

[DRAFT]

Project ID: 14-501 Development/Cars-01 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	PM			NOON			World Way North			TOTAL			
	Northbound	Southbound	World Way North	Eastbound	Westbound	World Way North	Westbound	World Way North	Westbound				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB
	0	0	0	0	0	3	0	0	0	0	0	4	0

UTURNS	NB	SB	EB	WB
	0	0	0	0

PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 National Data & Surveying Services

[DRAFT]

Project ID: 14-501 Development/Cars-01 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	NOON			World Way North			World Way North			TOTAL			
	Northbound	Southbound	World Way North	Eastbound	Westbound	World Way North	Westbound	World Way North	Westbound				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB
	0	0	0	0	0	3	0	0	0	0	0	4	0

UTURNS	NB	SB	EB	WB
	0	0	0	0

PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

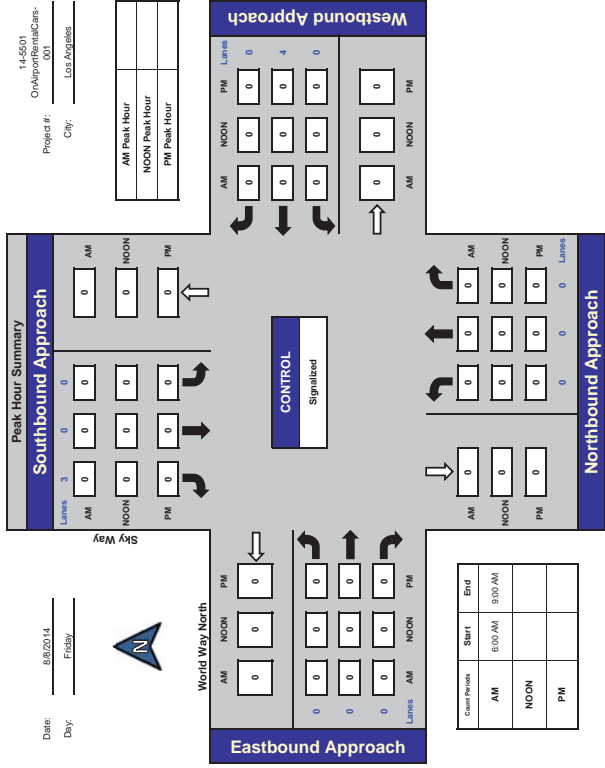
ITM Peak Hour Summary

[DRAFT]



National Data & Surveying Services

Sky Way and World Way North, Los Angeles



Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501 Other-001
City: Los Angeles

Day: Friday
Date: 8/8/2014

NS/EW Streets	Sky Way				World Way North				UTERVIS							
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	MB	SB	EB	WB				
LANES:	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK PERCENTAGE:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL:	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0
PEAK PERCENTAGE:	0.00%	0.00%	0.00%	0.00%	0.00%	0.250	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CONTROL:	Signalized															

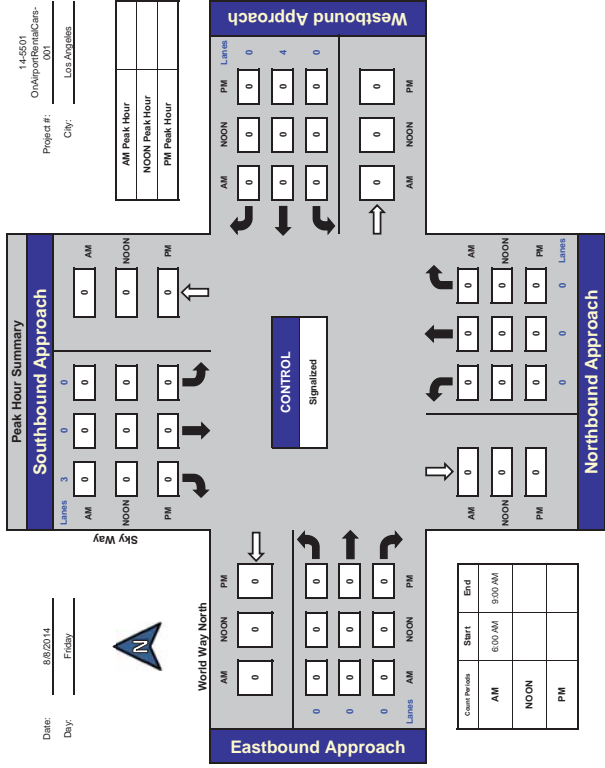
ITM Peak Hour Summary

[DRAFT]

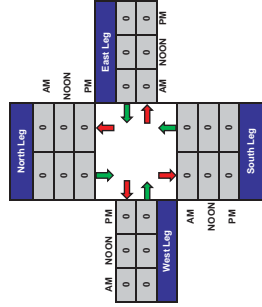


National Data & Surveying Services

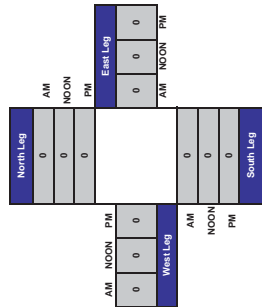
Sky Way and World Way North, Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Other-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Other-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

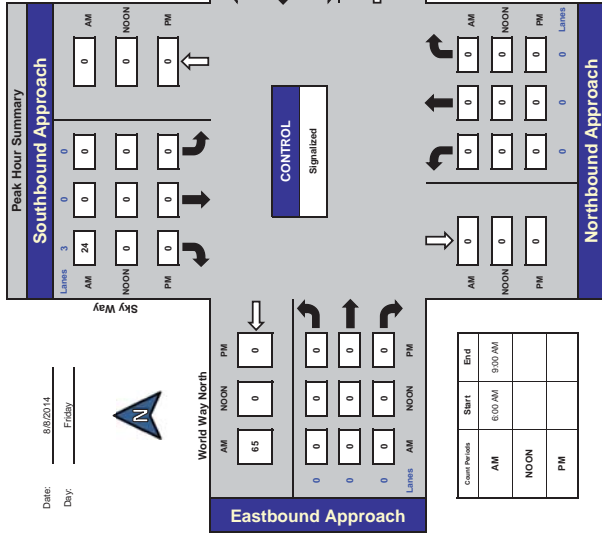
[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles

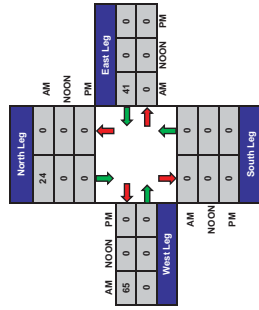
Date: 8/2/2014
 Day: Friday

Project #: 14-5501 Other-001
 City: Los Angeles

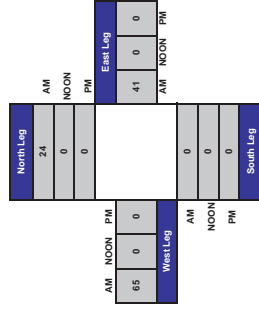


Count Period	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM		

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Prepared by:
 National Data & Surveying Services

Project ID: 14-5501 Parking/Port/Operated/Shellie

Day: Friday

Date: 8/2/2014

City: Los Angeles	Sky Way		Sky Way		World Way North		World Way North		TOTAL		
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	WB	EB	WB	EB	WB	EB	
LANES:	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	
APPROACH %:	# DIV01 #DIV01 #DIV01	# DIV01 #DIV01 #DIV01	# DIV01 #DIV01 #DIV01	# DIV01 #DIV01 #DIV01	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%
PEAK HOUR VOLUME:	0	0	0	0	0	0	0	0	0	0	
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
CONTROL:	Signalized	Signalized	Signalized	Signalized	Signalized	Signalized	Signalized	Signalized	Signalized	Signalized	

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Parking/Port/Operated/Shellie
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	M			PM			NOON			World Way North			WESTBOUND			UTURNS					
	N	S	E	N	S	E	N	S	E	W	E	N	W	E	N	NB	SB	EB	WB		
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR START TIME:	0.000			0.000			0.000			0.000			0.000			0.000					
TOTAL	0.000			0.000			0.000			0.000			0.000			0.000					

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Parking/Port/Operated/Shellie
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	M			PM			NOON			World Way North			WESTBOUND			UTURNS					
	N	S	E	N	S	E	N	S	E	W	E	N	W	E	N	NB	SB	EB	WB		
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR START TIME:	0.000			0.000			0.000			0.000			0.000			0.000					
TOTAL	0.000			0.000			0.000			0.000			0.000			0.000					

CONTROL : Signalized

ITM Peak Hour Summary

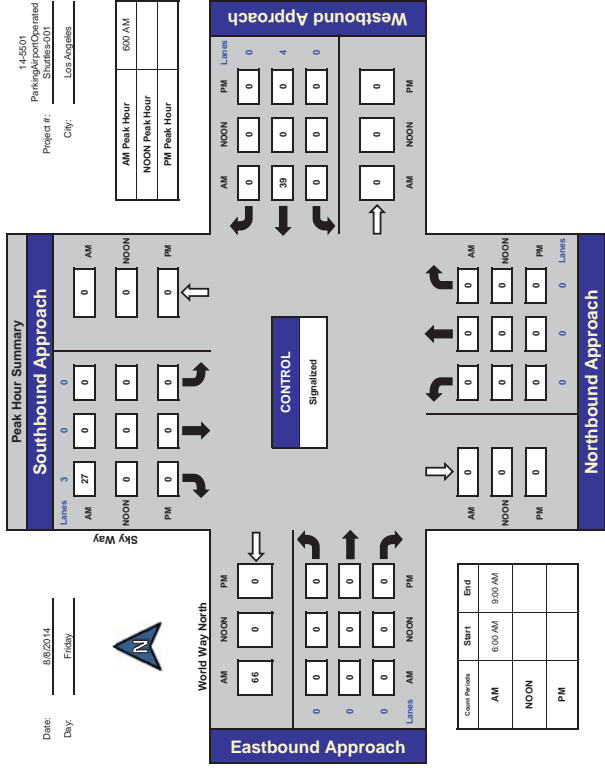
[DRAFT]

Prepared by:



National Data & Surveying Services

Sky Way and World Way North, Los Angeles

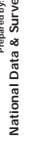


Date: 8/8/2014
Day: Friday

Intersection Turning Movement

[DRAFT]

Prepared by:



National Data & Surveying Services

Project ID: 14-5001 Private Vehicles-001
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/FW Streets	Sky Way NORTHBOUND			Sky Way SOUTHBOUND			World Way North EASTBOUND			World Way North WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	0	4	0	
6:00 AM						163						354		517
6:15 AM						154						396		550
6:45 AM						157						421		578
7:00 AM						169						385		554
7:30 AM						129						375		504
8:00 AM						154						332		488
8:15 AM						180						327		507
8:45 AM						159						330		495
TOTAL VOLUMES:	0	0	0	0	0	1880	0	0	0	0	0	4216	0	6096
APPROACH %:	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	0.00%
PEAK HOUR TIME:	0:00 AM					0:00 AM						0:00 AM		0:00 AM
PEAK HR VOL:	0	0	0	0	0	630	0	0	0	0	0	1573	0	2233
PEAK FACTOR:	0.000					0.322						0.374		0.368

CONTROL: Signalized

ITM Peak Hour Summary

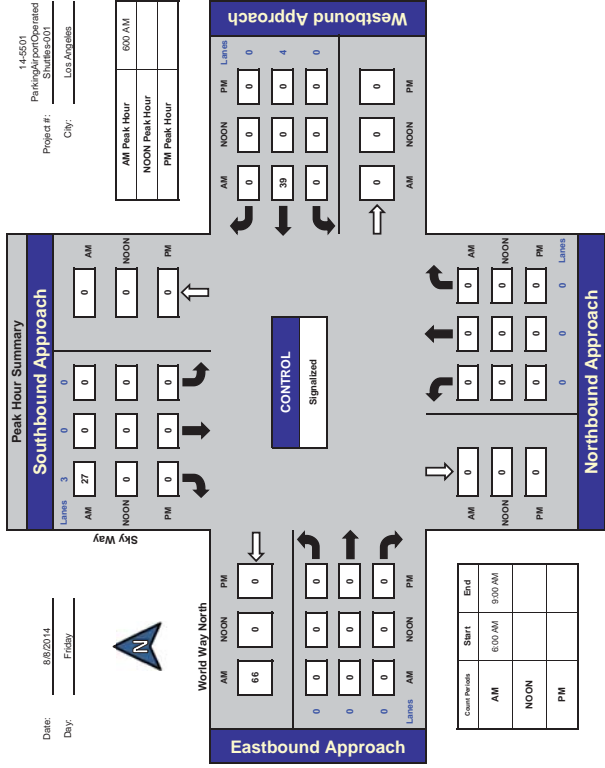
[DRAFT]

Prepared by:



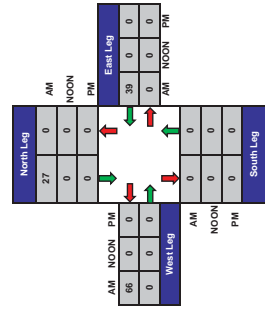
National Data & Surveying Services

Sky Way and World Way North, Los Angeles

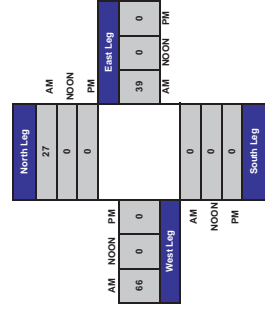


Date: 8/8/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Private Vehicles-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Private Vehicles-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH PWS:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

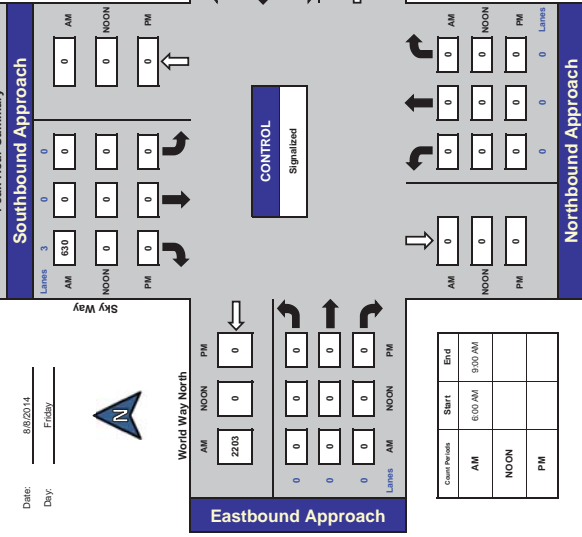
Prepared by:



National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/8/2014
Day: Friday



Project #: 14-5501 Private Vehicle-001
City: Los Angeles

AM Peak Hour	015 AM
NOON Peak Hour	
PM Peak Hour	

Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

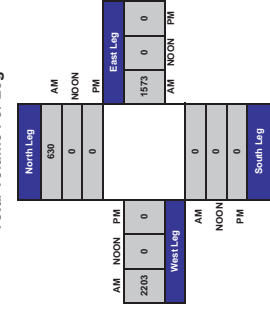
Project ID: 14-5501 Service-001
City: Los Angeles

Day: Friday
Date: 8/8/2014

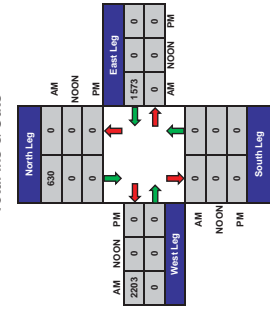
NS/EW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL
	NL	NT	NR	SR	EL	ET	ER	WR	
LANES:	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0
APPROACH %:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PEAK HOUR VOL:	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Service-001

Day: Friday

Date: 8/8/2014

City: Los Angeles

NS/EW Streets	Northbound		Southbound		Westbound		Eastbound		Total	
	NL	NT	NR	SR	ST	SR	ET	ER	WL	WR
	0	0	0	0	0	3	0	0	0	0
LANES:										

UTURNS	NB		SB		EB		WB		TOTAL
	NB	SB	EB	WB	WB	EB	SB	NB	
	0	0	0	0	0	0	0	0	0
UTURNS									

PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Service-001

Day: Friday

Date: 8/8/2014

City: Los Angeles

NS/EW Streets	Northbound		Southbound		Westbound		Eastbound		Total	
	NL	NT	NR	SR	ST	SR	ET	ER	WL	WR
	0	0	0	0	0	3	0	0	0	0
LANES:										

UTURNS	NB		SB		EB		WB		TOTAL
	NB	SB	EB	WB	WB	EB	SB	NB	
	0	0	0	0	0	0	0	0	0
UTURNS									

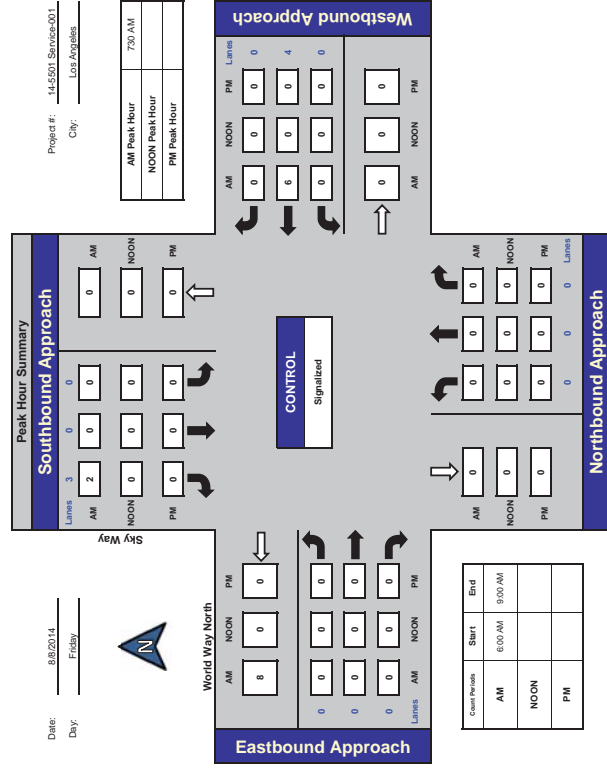
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles



Intersection Turning Movement

Prepared by:
 National Data & Surveying Services

Project ID: 14-5501 SuperShuttles-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NB/SW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL
	NB	SW	ST	SR	ET	EP	WT	WR	
LANES:	0	0	0	3	0	0	0	4	0
6:00 AM	0	0	0	0	0	0	0	5	0
6:15 AM	0	0	0	0	0	0	0	2	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	1	0	0	0	4	0
7:00 AM	0	0	0	3	0	0	0	6	0
7:15 AM	0	0	0	1	0	0	0	4	0
7:30 AM	0	0	0	1	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	2	0	0	0	8	0
8:30 AM	0	0	0	0	0	0	0	5	0
8:45 AM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES: NB: 0, SW: 0, ST: 0, SR: 15, ET: 0, EP: 0, WT: 0, WR: 56
 APPROACH %S: NB: 0.00%, SW: 0.00%, ST: 100.00%, SR: 100.00%, ET: 0.00%, EP: 0.00%, WT: 0.00%, WR: 0.00%

PEAK HOUR VOLUME: 29 (7:30 AM)

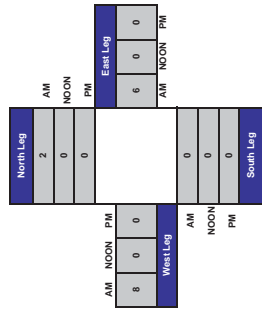
PEAK HOUR VOLUME: 24 (7:30 AM)

PEAK HOUR VOLUME: 0.000

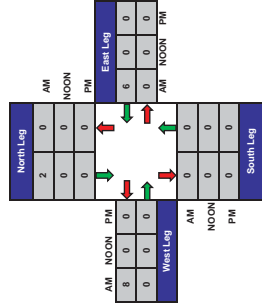
PEAK HOUR VOLUME: 0.750

CONTROL: Signalized

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 SuperShuttles.01
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	0	0	0	0	0	0
LANES:						3							4

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	EB	WB	WB	EB	WB		
	0	0	0	0	0	0	0	0	0	0	0	0	

PEAK HOUR VOLUME: 0.000
PEAK HOUR FACTOR: 0.000
CONTROL: Signalized

Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 SuperShuttles.01
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	0	0	0	0	0	0	0
LANES:						3							4

UTURNS	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NB	SB	EB	WB	EB	WB	EB	WB	WB	EB	WB		
	0	0	0	0	0	0	0	0	0	0	0	0	

PEAK HOUR VOLUME: 0.000
PEAK HOUR FACTOR: 0.000
CONTROL: Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:

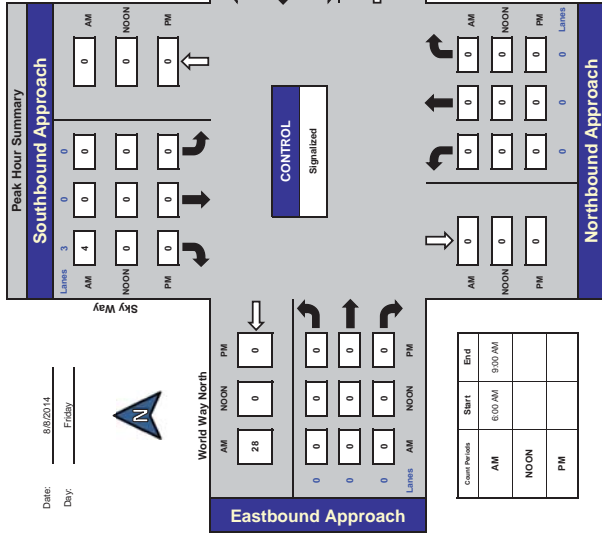


National Data & Surveying Services

Sky Way and World Way North, Los Angeles

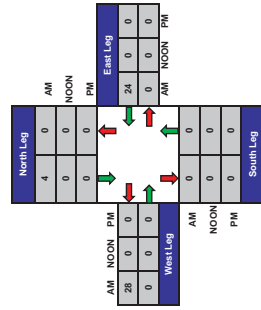
Date: 8/8/2014
Day: Friday

Project #: 14-5501 SuperShuttles-001
City: Los Angeles

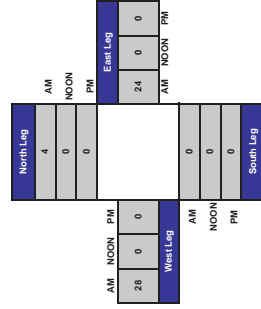


Count Period	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM		

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Prepared by:

National Data & Surveying Services

Project ID: 14-5501 Trucks-001

Day: Friday

Date: 8/8/2014

NS/EW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL
	NE	NW	SE	SW	ET	EP	WT	WB	
LANES:	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	13	0	0	0	13
6:15 AM	0	0	0	0	22	0	0	0	22
6:30 AM	0	0	0	0	24	0	0	0	24
6:45 AM	0	0	0	0	24	0	0	0	24
7:00 AM	0	0	0	0	24	0	0	0	24
7:15 AM	0	0	0	0	13	0	0	0	13
7:30 AM	0	0	0	0	9	0	0	0	9
7:45 AM	0	0	0	0	7	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	188	0	0	0	188
APPROACH %:	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
PEAK HOUR VOLUME:	0	0	0	0	82	0	0	0	82
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.854	0.000	0.000	0.000	0.854
TOTAL VOLUMES:	0	0	0	0	188	0	0	0	188
APPROACH %:	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
PEAK HOUR VOLUME:	0	0	0	0	82	0	0	0	82
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.854	0.000	0.000	0.000	0.854

CONTROL: Signalized

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Taxicab-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
 National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 Taxicab-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	3	0	0	0	0	4	0
UTURNS													
	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	0	0	0	0	0	0	0	0	0	0	0	0
	EB	0	0	0	0	0	0	0	0	0	0	0	0
	WB	0	0	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

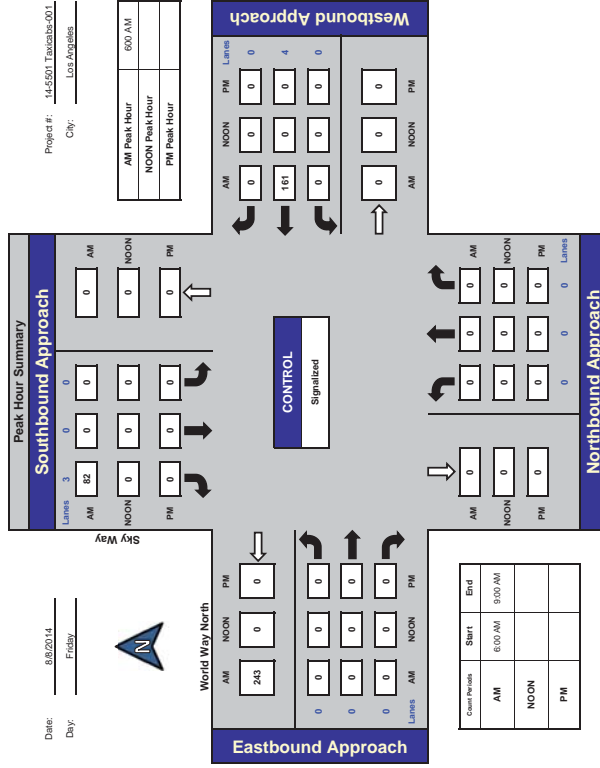
Prepared by:



National Data & Surveying Services

[DRAFT]

Sky Way and World Way North, Los Angeles



Date: 8/2/2014
Day: Friday

Project #: 14-5501-Taxi-2001
City: Los Angeles

AM Peak Hour	600 AM
NOON Peak Hour	
PM Peak Hour	

Count Period	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM		

AM	NOON	PM
0	0	0
161	0	0
0	0	0
0	0	0

Lanes	3	0	0
AM	82	0	0
NOON	0	0	0
PM	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0
161	0	0	0
0	0	0	0
0	0	0	0

Lanes	AM	NOON	PM
0	0	0	0

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

National Data & Surveying Services

Project ID: 14-5001 ChurnBuses.007

City: Los Angeles

PM

Day: Friday

Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT

LANES:	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES:	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

APPROACH %:	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%

PEAK PERCENT TIME	8:30 AM
PEAK HVOL:	0
PEAK HR FACTOR:	0.375

TOTAL	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

PEAK HR FACTOR:	0.375
CONTROL:	Signalized

Project ID: 14-5001 ChurnBuses.007

City: Los Angeles

AM

Day: Friday

Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT

LANES:	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES:	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH %:	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK PERCENT TIME	0:00 AM
PEAK HVOL:	0
PEAK HR FACTOR:	0.000

TOTAL	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HR FACTOR:	0.000
CONTROL:	Signalized

Intersection Turning Movement

[DRAFT]

Project ID: 14-5501 CharleneBusse.07
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND								
	NR	NT	SR	ST	NR	NT	SR	ST	NR	NT	SR	ST	WR	WT	WR	WT	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK PERCENTAGE	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

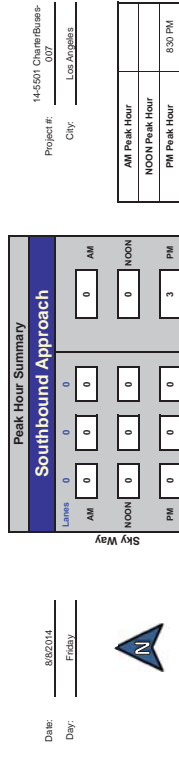
CONTROL : Signalized

ITM Peak Hour Summary

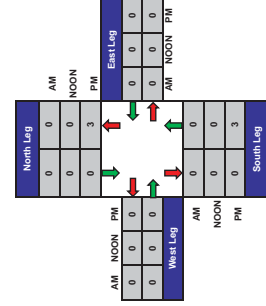
[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

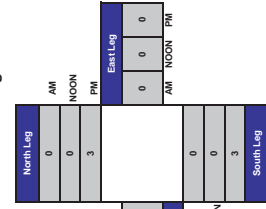
Sky Way and World Way North, Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 CityBusn.007
City: Los Angeles
Date: 8/8/2014
Day: Friday

NS/EW Streets	AM				PM				TOTAL											
	N	E	S	W	N	E	S	W												
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 CityBusn.007
City: Los Angeles
Date: 8/8/2014
Day: Friday

NS/EW Streets	AM				PM				TOTAL											
	N	E	S	W	N	E	S	W												
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLUME	19	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.860	0.860	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement

[DRAFT]

Project ID: 14-5001 CityReas-007
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND				
	NR	NT	SR	ST	SE	ET	ER	ET	ER	ET	ER	ET	ER
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0

PEAK PERCENTAGE	NOON				World Way North				WESTBOUND				
	NR	NT	SR	ST	SE	ET	ER	ET	ER	ET	ER	ET	ER
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

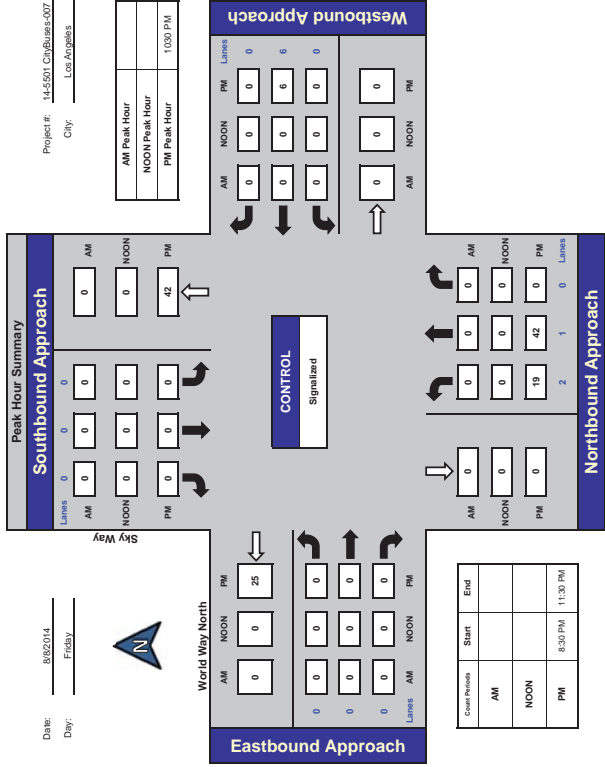
CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles

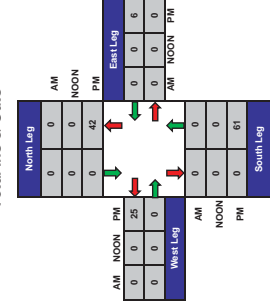


Date: 8/8/2014
 Day: Friday

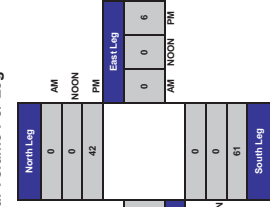
Project #: 14-5001 CityReas-007
 City: Los Angeles

Count Periods	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Project ID: 14-5001 Employee/Airport/Operat
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND					
	NR	NT	SR	ST	NR	NT	SR	ST	ER	ET	WR	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL APPROACH %	0.000				0.000				0.000				TOTAL
	NR	NT	SR	ST	NR	NT	SR	ST	ER	ET	WR	WT	
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0

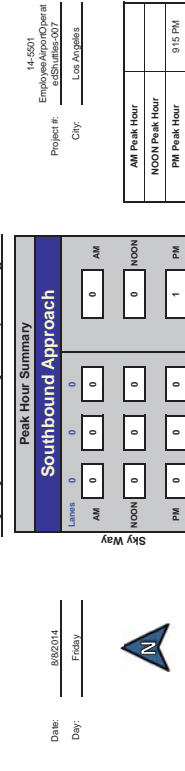
PEAK HR FACTOR	0.000				0.000				0.000				TOTAL
	NR	NT	SR	ST	NR	NT	SR	ST	ER	ET	WR	WT	
CONTROL:	Signalized												

ITM Peak Hour Summary

[DRAFT]

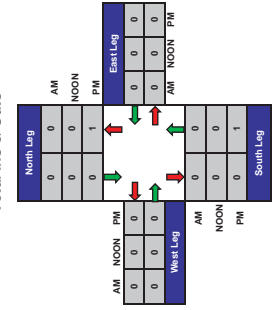
Prepared by:
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles

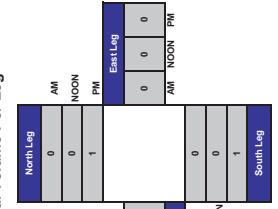


Count Periods	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

National Data & Surveying Services

Project ID: 14-5001 Flyways.07
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

Project ID: 14-5001 Flyways.07
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	AM				PM				TOTAL						
	NL	NT	NR	SL	ST	SR	ET	ER	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
APPROACH %:	66.67%	33.33%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0

PEAK PERCENT TIME	0-15%	TOTAL
PEAK HV VOL:	0	0
PEAK HV FACTOR:	0.000	0.000

CONTROL : Signalized

NS/EW Streets	WESTBOUND				EASTBOUND				TOTAL						
	NL	NT	NR	SL	ST	SR	ET	ER	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
APPROACH %:	66.67%	33.33%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0

PEAK PERCENT TIME	0-15%	TOTAL
PEAK HV VOL:	5	6
PEAK HV FACTOR:	0.500	0.000

CONTROL : Signalized

Intersection Turning Movement

[DRAFT]

Project ID: 14-5001 Fjwlywz-007
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND							
	NR	NT	SR	ST	NR	NT	SR	ST	NR	NT	SR	ST	NR	NT	SR	ST
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

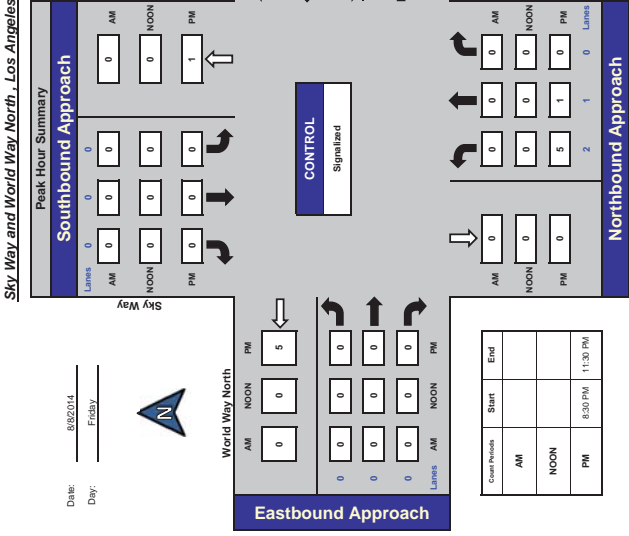
TOTAL APPROACH %	0.000				0.000				0.000			
	NR	NT	SR	ST	NR	NT	SR	ST	NR	NT	SR	ST
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

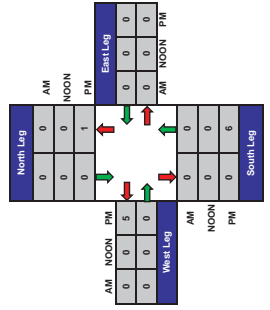
ITM Peak Hour Summary

[DRAFT]

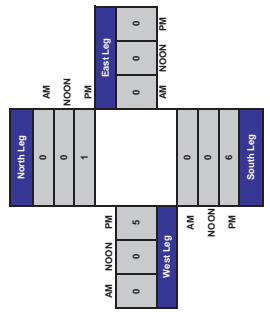
Prepared by:
NDS
 National Data & Surveying Services



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Project ID: 14-5001 Host/Misc/Courtesy/Vehicle-00
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND				
	NR	NT	SR	ST	SE	ET	ER	WR	WT	WR	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0

TOTAL APPROACH %	NOON				World Way North				WESTBOUND				
	NR	NT	SR	ST	SE	ET	ER	WR	WT	WR	WT	WR	TOTAL
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

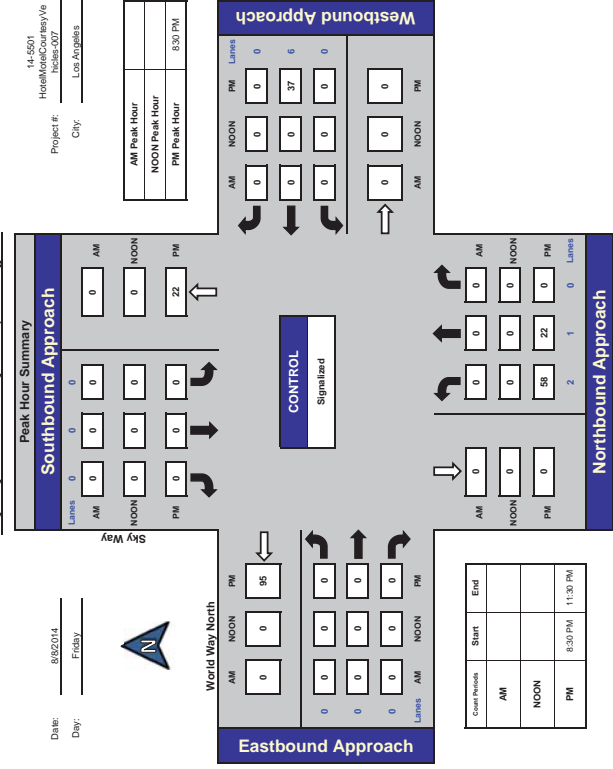
CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

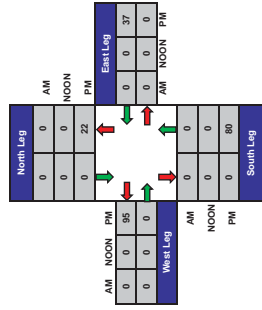
Sky Way and World Way North, Los Angeles



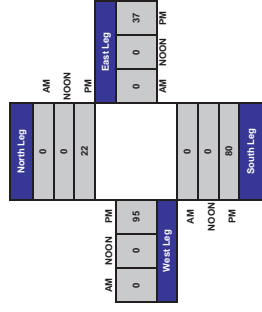
Project #:
 14-5001
 Host/Misc/Courtesy/Ve
 hicles-007
 City: Los Angeles

AM Peak Hour	NOON Peak Hour	PM Peak Hour
0	0	0
0	0	37
0	0	0
0	0	0
0	0	0

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Project ID: 14-5501 LImousines-07
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North			
	NR	NT	SR	ST	ET	ER	WT	WR
World Way North	0	0	0	0	0	0	0	0
World Way South	0	0	0	0	0	0	0	0
World Way East	0	0	0	0	0	0	0	0
World Way West	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

PEAK PERIOD	0-5 AM				6-11 AM				12-5 PM				6-11 PM				12-5 PM							
	NR	NT	SR	ST	ET	ER	WT	WR	NR	NT	SR	ST	ET	ER	WT	WR	NR	NT	SR	ST	ET	ER	WT	WR
PEAK HR VOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

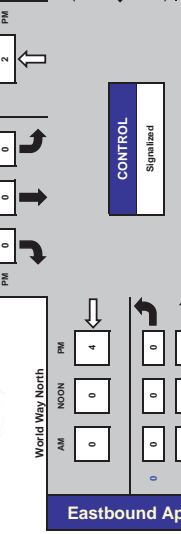
[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

Date: 8/8/2014
 Day: Friday

Project #: 14-5501 LImousines-07
 City: Los Angeles

Peak Hour Summary			
Lanes	AM	NOON	PM
Southbound Approach	0	0	0
World Way North	0	0	0
World Way South	0	0	0
World Way East	0	0	0
World Way West	0	0	0
TOTAL	0	0	0



Count Period	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Volume Per Leg

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	2
West Leg	0	0	4
South Leg	0	0	5

Total Ins & Outs

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	1
West Leg	0	0	4
South Leg	0	0	5

Intersection Turning Movement

[DRAFT]

Project ID: 14-5501 014AirportRenaCar-007
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	Sky Way				World Way North				World Way South				TOTAL
	NR	NT	SR	SW	NR	NT	SR	SW	NR	NT	SR	SW	
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	6
PEAK PERCENTAGE	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

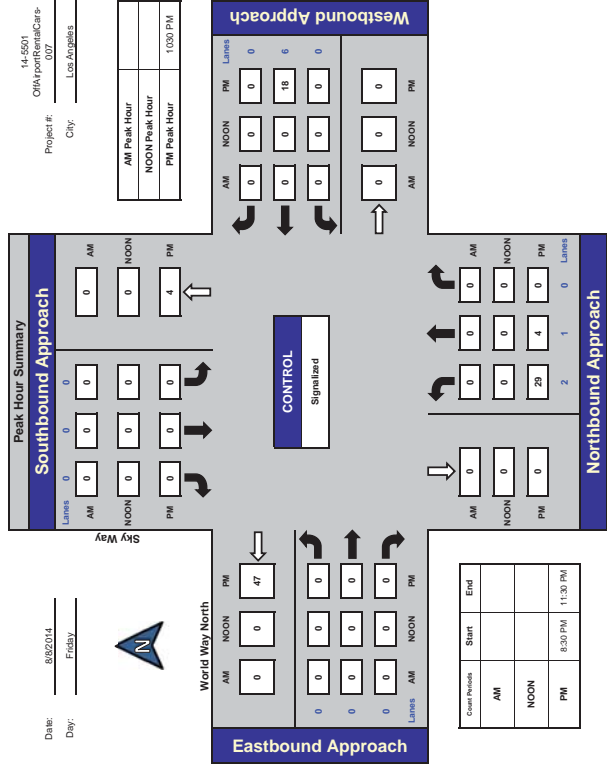
CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

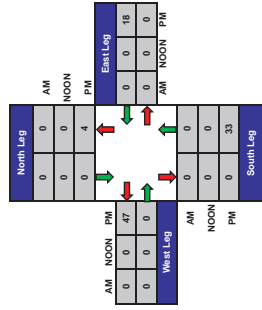
Sky Way and World Way North, Los Angeles



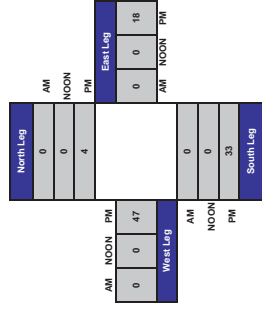
Date: 8/8/2014
 Day: Friday
 Project #: 14-5501 014AirportRenaCar-007
 City: Los Angeles

Count Periods	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Project ID: 14-5001 Other-007
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND								
	NR	NT	SR	ST	NR	NT	SR	ST	NR	NT	SR	ST	WR	WT	WR	WT	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK PERCENTAGE	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

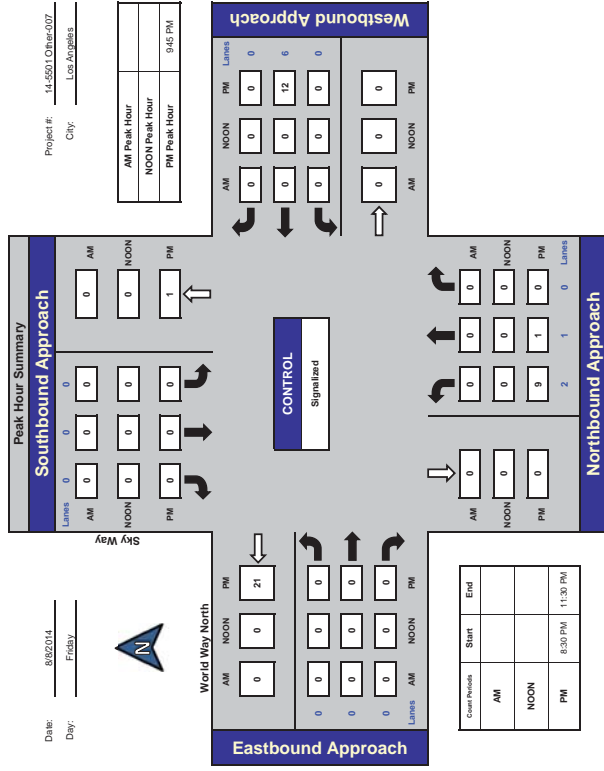
[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

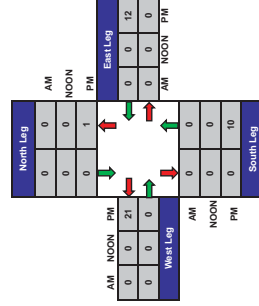
Date: 8/8/2014
 Day: Friday

Project #: 14-5001 Other-007
 City: Los Angeles

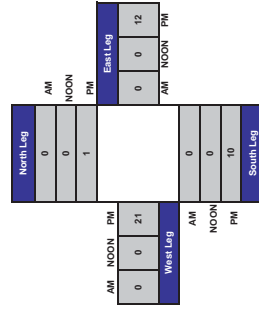
Sky Way and World Way North, Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Project ID: 14-5501 Parking/Airport Operated Streets
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND					
	NR	NT	SR	ST	NR	NT	SR	ST	ER	ET	WR	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0
TRAILING VEHICLES APPROACH (%)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK PERCENT TIME - 0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

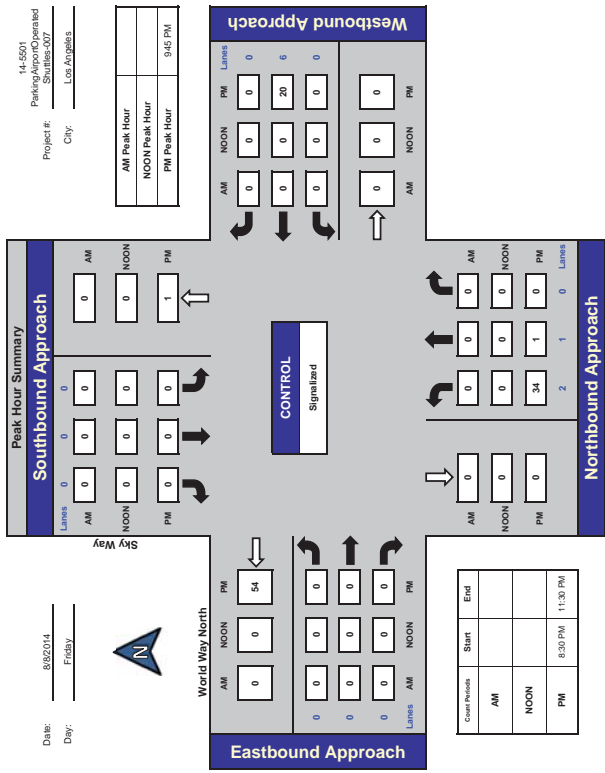
CONTROL : Signalized

ITM Peak Hour Summary

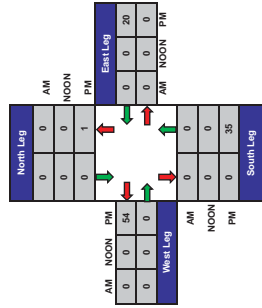
[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

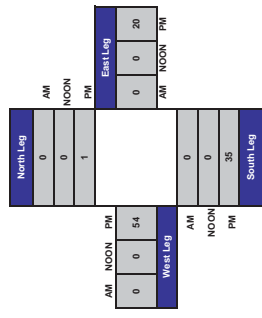
Sky Way and World Way North, Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-501 Private Vehicles-07
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR	
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	31	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500
8:45 PM	28	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	437
9:15 PM	30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330
9:30 PM	41	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	431
10:00 PM	20	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
10:15 PM	22	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	509
10:45 PM	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481
11:15 PM	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	526
TOTAL	200	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	480
APPROACH %:	34.64%	34.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	97.88%

PEAK HOUR VOLUME	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
UTURNS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-501 Private Vehicles-07
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR	
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 PM	31	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500
8:45 PM	28	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	437
9:15 PM	30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330
9:30 PM	41	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	431
10:00 PM	20	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453
10:15 PM	22	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	509
10:45 PM	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481
11:15 PM	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	526
TOTAL	200	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	480
APPROACH %:	34.64%	34.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	97.88%

PEAK HOUR VOLUME	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement

[DRAFT]

Project ID: 14-5001 Service-007
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North			
	NR	NT	SR	ST	ET	ER	WT	WR
World Way North	0	0	0	0	0	0	0	0
Westbound	0	0	0	0	0	0	0	0
World Way South	0	0	0	0	0	0	0	0
Eastbound	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

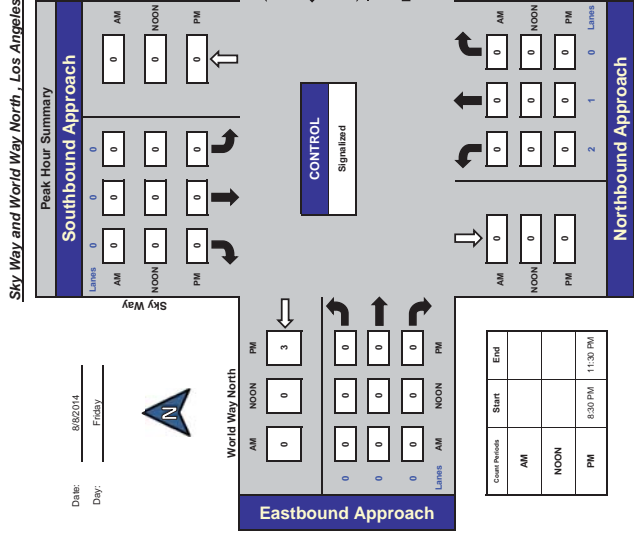
PEAK PERIOD	PK	HR	APPROACH	NO	LANES	TR	PERCENT	TOTAL
AM	8:00	PM	1:30	0	0	0	0.000	0.000
NOON	0	0	0	0	0	0	0.000	0.000
PM	0	0	0	0	0	0	0.000	0.000

CONTROL : Signalized

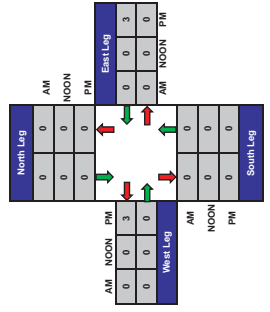
ITM Peak Hour Summary

[DRAFT]

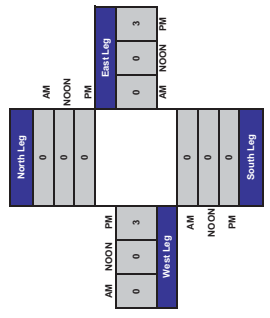
Prepared by:
NDS
 National Data & Surveying Services



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Prepared by:
National Data & Surveying Services

Prepared by:
National Data & Surveying Services

Project ID: 14-5001 SuperShuttle,007

Project ID: 14-5001 SuperShuttle,007

City: Los Angeles

City: Los Angeles

Day: Friday

Day: Friday

Date: 8/8/2014

Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		Sky Way		EASTBOUND		WESTBOUND		TOTAL	
	NL	NT	NR	SR	SL	ST	EL	ET	ER	WR	WT	WR
LANES:	2	1	0	0	0	0	0	0	0	0	0	6
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	1	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	1	0	0	0	0	0	0	0	0	0	0	4
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	1	0	0	0	0	0	0	0	0	0	0	3
10:15 AM	1	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	1	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	3	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	3	0	0	0	0	0	0	0	0	0	0	4
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	1

UTURNS	NB	SB	EB	WB
	0	0	0	0

CONTROL : Signalized

UTURNS	NB	SB	EB	WB
	0	0	0	0

CONTROL : Signalized

PEAK VOLUMES	NL	NT	NR	SR	SL	ST	EL	ET	ER	WR	WT	WR	TOTAL
	11	0	0	0	0	0	0	0	0	0	0	0	28
APPROACH %S	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	100.00%

PEAK VOLUMES	NL	NT	NR	SR	SL	ST	EL	ET	ER	WR	WT	WR	TOTAL
	11	0	0	0	0	0	0	0	0	0	0	0	28
APPROACH %S	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	100.00%

PEAK PERCENTAGE	TOTAL
PEAK PERCENTAGE	0.417

PEAK PERCENTAGE	TOTAL
PEAK PERCENTAGE	0.417

CONTROL : Signalized

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

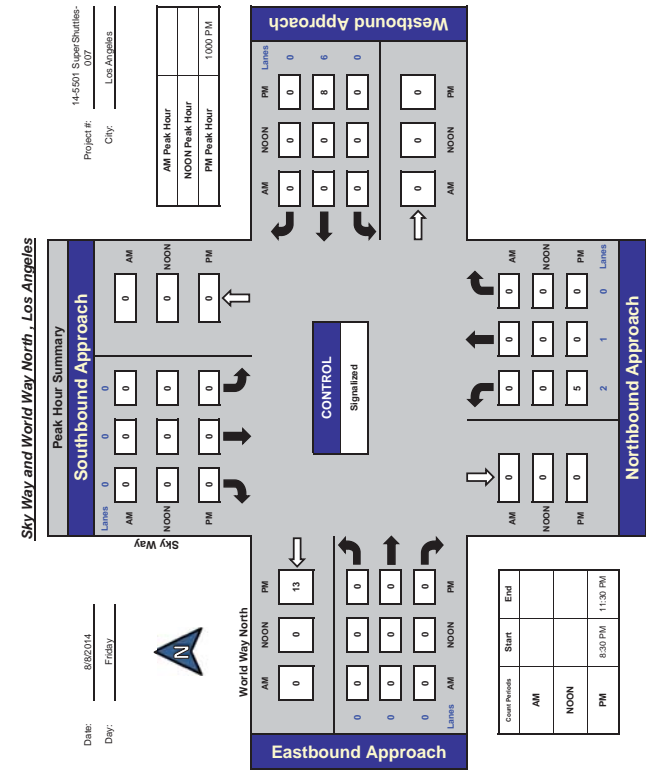
Project ID: 14-5001 SuperShuttles.07
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/FW Streets	NOON				World Way North				WESTBOUND				
	NR	NT	SR	SL	ET	ER	WT	WR	ET	ER	WT	WR	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

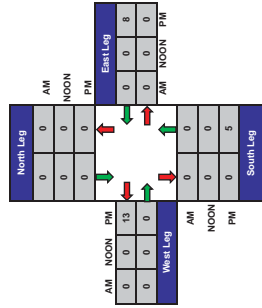
CONTROL : Signalized

ITM Peak Hour Summary
 Prepared by:
NDS
 National Data & Surveying Services

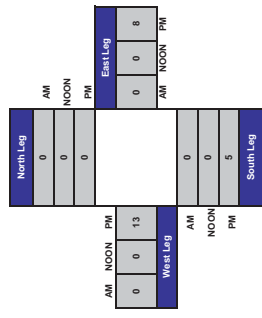
Project ID: 14-5001 SuperShuttles.07
 City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
Prepared by:
National Data & Surveying Services

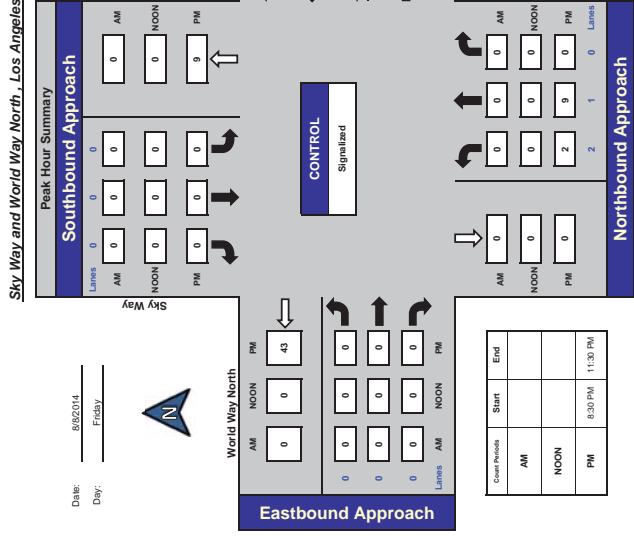
Project ID: 14-5501 Taxicab-007
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/FM Streets	NOON				World Way North				WESTBOUND								
	NR	NT	SR	ST	NR	NT	SR	ST	NR	NT	SR	ST	WR	WT	WR	WT	TOTAL
LANES:	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRUCK MOVING APPROACH %:	0.000																
TRUCK MOVING DEPART %:	0.000																

PEAK PERIOD	PK	HR	APPROACH	DEPART	TRUCK	TRUCK
AM	0	0	0	0	0	0
NOON	0	0	0	0	0	0
PM	0	0	0	0	0	0

CONTROL : Signalized

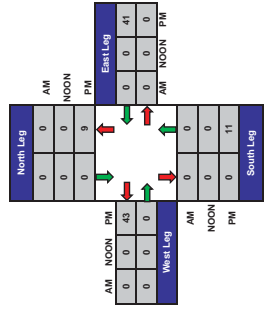
ITM Peak Hour Summary
Prepared by:
NDS
National Data & Surveying Services



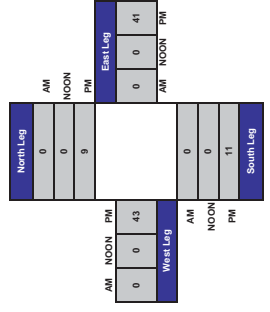
Project #: 14-5501 Taxicab-007
City: Los Angeles

Approach	AM	NOON	PM	Lanes
World Way North	0	0	43	0
Eastbound Approach	0	0	0	0
Westbound Approach	0	0	0	0
Southbound Approach	0	0	0	0
Northbound Approach	0	0	0	0

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement National Data & Surveying Services

Project ID: 14-501 CharleBeaus-107 City: Los Angeles

Day: Friday Date: 8/8/2014

NS/EW Streets	MARCH/BOUND		SOUTH/BOUND		World Way North		EAST/BOUND		World Way North		TOTAL
	NL	NT	MR	MT	SR	ST	ER	ET	WR	WT	
LANES:	0	2	0	0	2	1	0	0	0	0	0.5

Time	NL	NT	MR	MT	SR	ST	ER	ET	WR	WT	TOTAL
8:30 PM	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

NB	0	0	0	0	0	0
SB	0	0	0	0	0	0
EB	0	0	0	0	0	0
WB	0	0	0	0	0	0

Intersection Turning Movement National Data & Surveying Services

Project ID: 14-501 CharleBeaus-107 City: Los Angeles

Day: Friday Date: 8/8/2014

NS/EW Streets	MARCH/BOUND		SOUTH/BOUND		World Way North		EAST/BOUND		World Way North		TOTAL
	NL	NT	MR	MT	SR	ST	ER	ET	WR	WT	
LANES:	0	2	0	0	2	1	0	0	0	0	0.5

Time	NL	NT	MR	MT	SR	ST	ER	ET	WR	WT	TOTAL
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

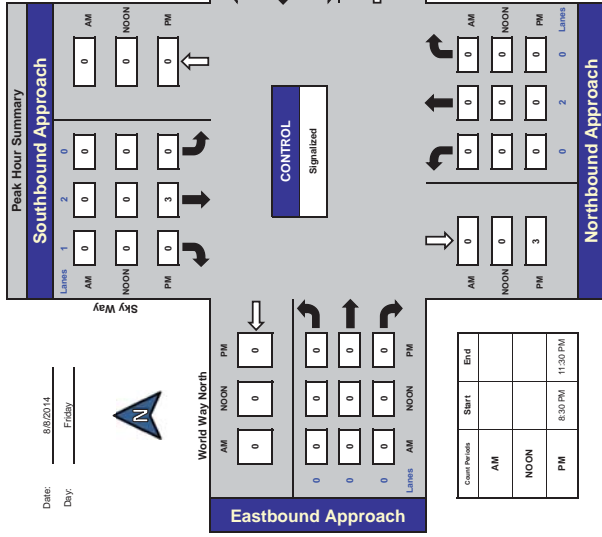


National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/8/2014
Day: Friday

Project #: 14-5501 Charter Buses - 107
City: Los Angeles



AM Peak Hour	NOON Peak Hour	PM Peak Hour
0	0	0
0	0	0
0	0	0

Intersection Turning Movement

Prepared by:



National Data & Surveying Services

Project ID: 14-5501 Charter Buses 107
City: Los Angeles

Day: Friday
Date: 8/8/2014

NS/EW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL	
	NL	NR	SL	SR	EL	ER	WL	WR		
LANES:	0	2	0	0	2	1	0	0	0.5	0.5
TOTAL APPROACH APPROACH %S	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

Total Volume Per Leg

North Leg	AM	NOON	PM
0	0	3	0

East Leg	AM	NOON	PM
0	0	0	0

West Leg	AM	NOON	PM
0	0	0	0

South Leg	AM	NOON	PM
0	0	3	0

Total Ins & Outs

North Leg	AM	NOON	PM
0	0	3	0

East Leg	AM	NOON	PM
0	0	0	0

West Leg	AM	NOON	PM
0	0	0	0

South Leg	AM	NOON	PM
0	0	3	0

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

National Data & Surveying Services

Project ID: 14-5001 CityRoute: 107
City: Los Angeles

Project ID: 14-5001 CityRoute: 107
City: Los Angeles

Day: Friday
Date: 8/8/2014

Day: Friday
Date: 8/8/2014

NS/EW Streets	M		PM		NOON		World Way North		World Way North		World Way North		TOTAL
	N	E	S	W	E	W	E	W	E	W	E	W	

NS/EW Streets	M		PM		NOON		World Way North		World Way North		World Way North		TOTAL
	N	E	S	W	E	W	E	W	E	W	E	W	

LANES:	NL	NT	NR	SR	ST	SR	ET	ET	ER	ER	WR	WT	WR	TOTAL
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LANES:	NL	NT	NR	SR	ST	SR	ET	ET	ER	ER	WR	WT	WR	TOTAL
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	10:00 PM
PEAK HOUR VOL	0
PEAK HOUR FACTOR	0.000

PEAK HOUR START TIME	0:00
PEAK HOUR VOL	0
PEAK HOUR FACTOR	0.000

CONTROL : Signalized

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

[DRAFT]

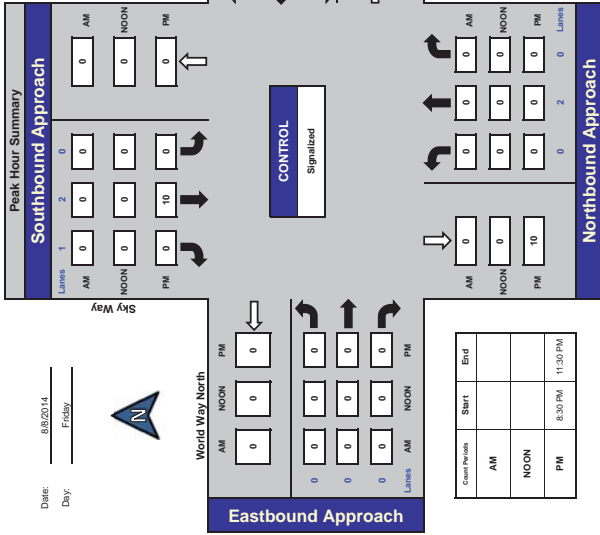
Prepared by:



National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/8/2014
Day: Friday



Project #: 14-5501 CityBuses-107
City: Los Angeles

	AM Peak Hour	NOON Peak Hour	PM Peak Hour
AM	0	0	0
NOON	0	0	0
PM	0	0	0

Intersection Turning Movement

[DRAFT]

Prepared by:

National Data & Surveying Services

Project ID: 14-5501 EmployeeApptOperatDblut

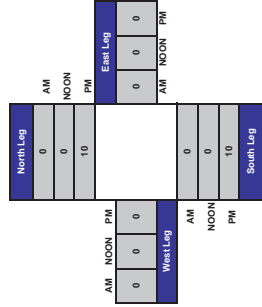
Day: Friday

Date: 8/8/2014

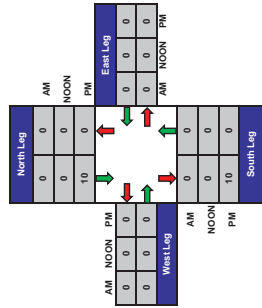
City: Los Angeles	Sky Way		Sky Way		World Way North		World Way North		World Way North		World Way North		World Way North		World Way North		World Way North	
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND
NS/FW Streets	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LANES:	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL APPROACH VOLUMES	0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
PEAK HOUR FACTOR	0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
CONTROL	Signalized		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized		Signalized	

PEAK HOUR FACTOR	PEAK HOUR VOLUME	TOTAL APPROACH VOLUMES	PEAK HOUR FACTOR	PEAK HOUR VOLUME	TOTAL APPROACH VOLUMES	PEAK HOUR FACTOR	PEAK HOUR VOLUME	TOTAL APPROACH VOLUMES	PEAK HOUR FACTOR	PEAK HOUR VOLUME	TOTAL APPROACH VOLUMES	PEAK HOUR FACTOR	PEAK HOUR VOLUME	TOTAL APPROACH VOLUMES
0.000	0	0.000	0.000	0	0.000	0.000	0	0.000	0.000	0	0.000	0.000	0	0.000

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Prepared by:
National Data & Surveying Services

Project ID: 14-5001 EmployeeAirportOperational
City: Los Angeles

Day: Friday
Date: 8/8/2014

NS/EW Streets	PM				NOON				World Way North				TOTAL
	Northbound	Southbound	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Westbound	Westbound	Westbound	Westbound	
LANES:	NL	NT	NR	SR	ST	SR	ET	ET	ER	WR	WR	WR	WR
	0	2	0	0	2	1	0	0	0	0	0	0.5	0.5

TOTAL VOLUMES	PM				NOON				World Way North				TOTAL
	Northbound	Southbound	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Westbound	Westbound	Westbound	Westbound	
APPROACH %:	0.00%	50.00%	50.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%

PEAK HOUR VOLUME	PM				NOON				World Way North				TOTAL
	Northbound	Southbound	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Westbound	Westbound	Westbound	Westbound	
PEAK HOUR FACTOR	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	PM				NOON				World Way North				TOTAL
	Northbound	Southbound	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Westbound	Westbound	Westbound	Westbound	
APPROACH %:	0.00%	50.00%	50.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%

PEAK HOUR VOLUME	PM				NOON				World Way North				TOTAL
	Northbound	Southbound	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound	Westbound	Westbound	Westbound	Westbound	
PEAK HOUR FACTOR	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000

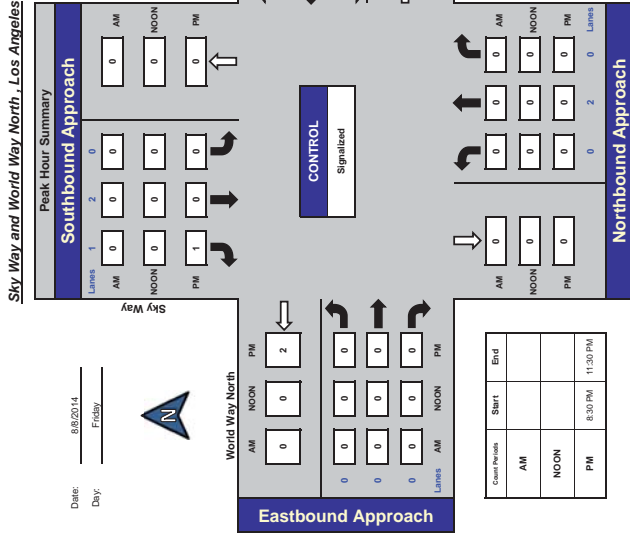
CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services



14-5001
Employee/Airport Operat
ed/Shuttles-107
City: Los Angeles

AM Peak Hour	NOON Peak Hour	PM Peak Hour
0	0	0
0	0	0
0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5001 Flyways-107
City: Los Angeles
Day: Friday
Date: 8/8/2014

NB/EW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL			
	NL	WL	NR	WR	EL	ER	ET	ET	WL	WR		
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL VOLUMES APPROACHES:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PEAK HOUR VOLUME:	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

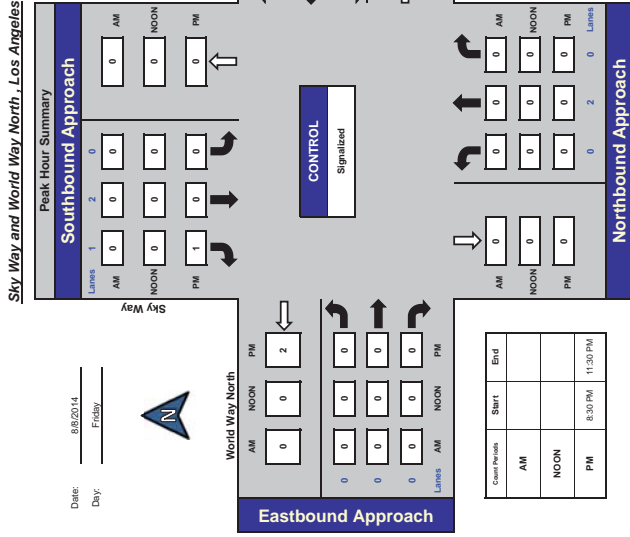
CONTROL: Signalized

ITM Peak Hour Summary

Prepared by:



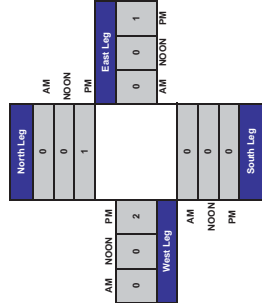
National Data & Surveying Services



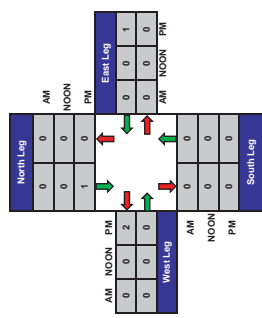
14-5001
Employee/Airport Operat
ed/Shuttles-107
City: Los Angeles

AM Peak Hour	NOON Peak Hour	PM Peak Hour
0	0	0
0	0	0
0	0	0

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-5001 Flyways-107
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
LANES:	0	2	0	0	2	1	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	1	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	2	0	0	0	2

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	10:00 PM	TOTAL
PEAK HOUR VOL.	0	0
PEAK HOUR FACTOR	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-5001 Flyways-107
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
LANES:	0	2	0	0	2	1	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0:00	TOTAL
PEAK HOUR VOL.	0	0
PEAK HOUR FACTOR	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

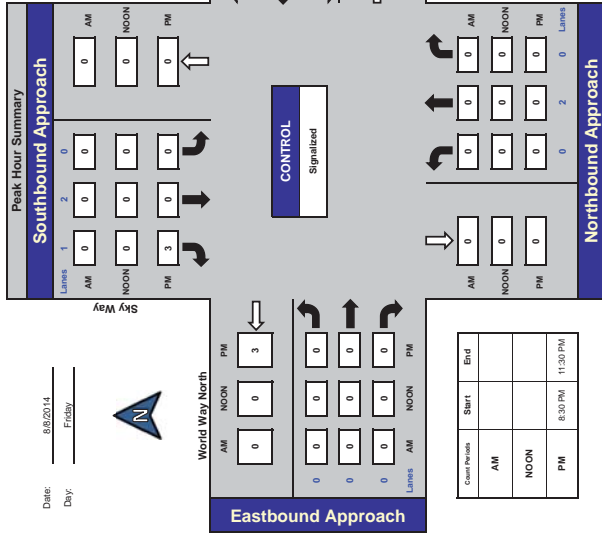
Prepared by:



National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/8/2014
Day: Friday

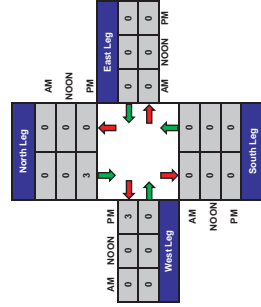


Project #: 14-5501 Eyewares-107
City: Los Angeles

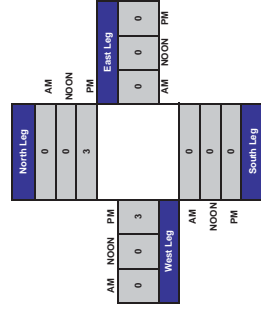
AM Peak Hour	0	0	0	0	0	0
NOON Peak Hour	0	0	0	0	0	0
PM Peak Hour	0	0	0	0	0	0

Count Period	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Prepared by:



National Data & Surveying Services

Project ID: 14-5501 Eyewares-Courtesy/Vehicles-10

City: Los Angeles

Day: Friday
Date: 8/8/2014

NS/EW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL	
	NL	NL	SL	SL	EL	EL	WL	WL		
LANES:	0	2	0	0	2	1	0	0	0.5	0.5
PEAK HOUR VOLS:	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 HollistonCountrysideVehicles 10
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	MR	SR	EL	ET	ER	WR	
LANES:	0	2	0	0	2	1	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %S	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	21

PEAK START TIME	8:30 PM	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
PEAK HB VOL	0	0	0	0	0	0	0	0	0	0
PEAK HB FACTOR	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750

CONTROL : Signalized

UTURNS	NB	SB	EB	WB
	0	0	0	0

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001 HollistonCountrysideVehicles 10
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	MR	SR	EL	ET	ER	WR	
LANES:	0	2	0	0	2	1	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %S	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PEAK START TIME	8:30 PM	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HB VOL	0	0	0	0	0	0	0	0	0
PEAK HB FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

UTURNS	NB	SB	EB	WB
	0	0	0	0

Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-5001 Lincourt-107
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Westbound		Eastbound		UTURNS
	NB	SB	NB	SB	NB	SB	NB	SB	
LANES:	2	0	2	1	0	0	0	0	0

Time	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
8:30 PM	0	0	4	3	0	0	0	0	7
8:45 PM	0	0	0	3	0	0	0	0	11
9:00 PM	0	0	0	13	1	0	0	0	14
9:15 PM	0	0	0	9	1	0	0	0	10
9:30 PM	0	0	0	4	1	0	0	0	6
9:45 PM	0	0	0	0	2	0	0	0	8
10:00 PM	0	0	0	8	3	0	0	0	12
10:15 PM	0	0	0	12	4	0	0	0	17
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	99	26	0	0	0	0	125
APPROACH %	0.00%	0.00%	79.20%	20.80%	0.00%	0.00%	0.00%	100.00%	0.00%

PEAK HOUR	0	0	48	7	0	0	0	0	55
PEAK HOUR FACTOR	0.000	0.000	0.764	0.000	0.000	0.000	0.000	0.000	0.764

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0

Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-5001 Lincourt-107
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Westbound		Eastbound		UTURNS
	NB	SB	NB	SB	NB	SB	NB	SB	
LANES:	2	0	2	1	0	0	0	0	0

Time	NB	SB	NB	SB	NB	SB	NB	SB	TOTAL
8:30 PM	0	0	4	3	0	0	0	0	7
8:45 PM	0	0	0	3	0	0	0	0	11
9:00 PM	0	0	0	13	1	0	0	0	14
9:15 PM	0	0	0	9	1	0	0	0	10
9:30 PM	0	0	0	4	1	0	0	0	6
9:45 PM	0	0	0	0	2	0	0	0	8
10:00 PM	0	0	0	8	3	0	0	0	12
10:15 PM	0	0	0	12	4	0	0	0	17
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	99	26	0	0	0	0	125
APPROACH %	0.00%	0.00%	79.20%	20.80%	0.00%	0.00%	0.00%	100.00%	0.00%

PEAK HOUR	0	0	48	7	0	0	0	0	55
PEAK HOUR FACTOR	0.000	0.000	0.764	0.000	0.000	0.000	0.000	0.000	0.764

CONTROL : Signalized

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501 OFA/Report/turnCars-107
City: Los Angeles

Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		UTURNS
	NB	SB	SB	NB	EB	WB	WB	EB	
LANES:	2	0	2	1	0	0	0	0.5	0
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	10:00 PM	TOTAL
PEAK HOUR VOL	0	0
PEAK HOUR FACTOR	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501 OFA/Report/turnCars-107
City: Los Angeles

Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		UTURNS
	NB	SB	SB	NB	EB	WB	WB	EB	
LANES:	2	0	2	1	0	0	0	0.5	0
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	10:00 PM	TOTAL
PEAK HOUR VOL	0	0
PEAK HOUR FACTOR	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001 Overport/BonitaCans-107

City: Los Angeles

Day: Friday

Date: 8/8/2014

Prepared by:

NS/EW Streets	MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND		TOTAL	
	NL	NT	SR	SL	ET	ER	WT	WR		
LANES:	0	2	0	0	2	1	0	0	0.5	0.5

TOTAL VOLUMES	APPROACH %	MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND		TOTAL
		NL	NT	SR	SL	ET	ER	WT	WR	
8:30 PM	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0

PEAK HOUR START TIME		MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND		TOTAL	
PEAK HOUR VOL.	PEAK HR FACTOR	NL	NT	SR	SL	ET	ER	WT	WR	TOTAL	TOTAL
0	0.000	0	0	0	0	0	0	0	0	0	0
0	0.000	0	0	0	0	0	0	0	0	0	0.000

CONTROL : Signalized

UTURNS		MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND	
NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
0	0	0	0	0	0	0	0	0	0

UTURNS		MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND	
NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001 Overport/BonitaCans-107

City: Los Angeles

Day: Friday

Date: 8/8/2014

Prepared by:

NS/EW Streets	MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND		TOTAL	
	NL	NT	SR	SL	ET	ER	WT	WR		
LANES:	0	2	0	0	2	1	0	0	0.5	0.5

TOTAL VOLUMES	APPROACH %	MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND		TOTAL
		NL	NT	SR	SL	ET	ER	WT	WR	
8:30 PM	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0

PEAK HOUR START TIME		MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND		TOTAL	
PEAK HOUR VOL.	PEAK HR FACTOR	NL	NT	SR	SL	ET	ER	WT	WR	TOTAL	TOTAL
0	0.000	0	0	0	0	0	0	0	0	0	0
0	0.000	0	0	0	0	0	0	0	0	0	0.000

CONTROL : Signalized

UTURNS		MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND	
NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
0	0	0	0	0	0	0	0	0	0

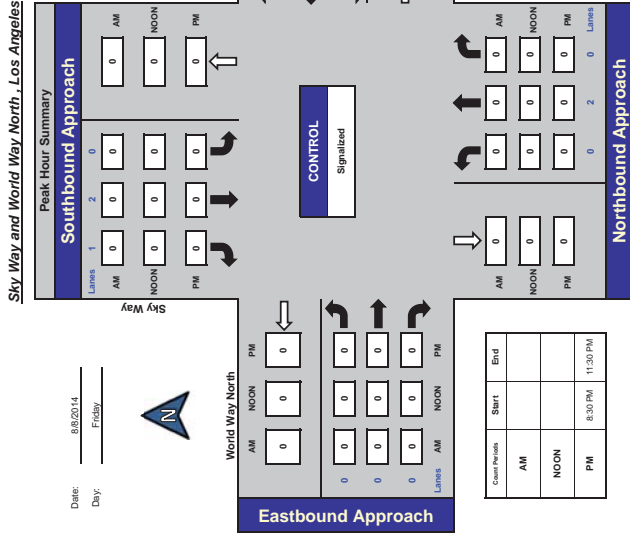
UTURNS		MARCH/BOUND		SOUTH/BOUND		EAST/BOUND		WEST/BOUND	
NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
0	0	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services



Project #:
14-5001
On/Alpion/Rental/Car-

City:
Los Angeles

Date:
8/2/2014

Day:
Friday

Intersection Turning Movement

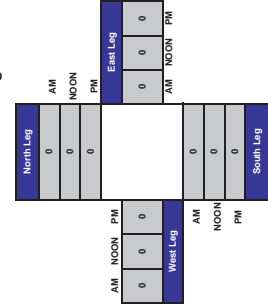
Prepared by:

National Data & Surveying Services

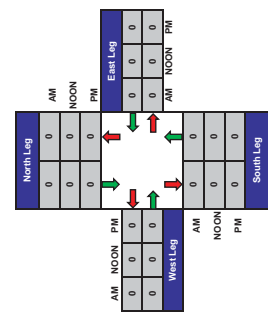
Project ID: 14-5001 Other: 107
City: Los Angeles
Day: Friday
Date: 8/2/2014

NS/EW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		Sky Way North EASTBOUND		World Way North WESTBOUND		TOTAL											
	NL	NT	NR	SR	SL	ST	SE	ET												
LANES:	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES APPROACH %S	#DIV0!		#DIV0!		#DIV0!		#DIV0!		#DIV0!		#DIV0!		#DIV0!		#DIV0!		#DIV0!		#DIV0!	
PEAK HOUR FACTOR	0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
CONTROL	Signalized																			

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

Project ID: 14-501 Other 107
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
LANES:	0	2	0	0	2	1	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %:	#DIV/0!	#DIV/0!	0.00%	71.43%	28.57%	#DIV/0!	#DIV/0!	0.00%	100.00%

PEAK HOUR START TIME	10:00 PM
PEAK HOUR VOL.	0
PEAK HR FACTOR	0.000

CONTROL : Signalized

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %:	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	07:00 PM
PEAK HOUR VOL.	0
PEAK HR FACTOR	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

Project ID: 14-501 Other 107
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
LANES:	0	2	0	0	2	1	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %:	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	07:00 PM
PEAK HOUR VOL.	0
PEAK HR FACTOR	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

Project ID: 14-501 Parking/Port/Operated/Build
 City: Los Angeles

Day: Friday
 Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
LANES:	0	2	0	0	2	1	0	0	0.5

Time	NL	NT	SR	SL	ET	ER	WT	WR	TOTAL
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	10:00 PM
PEAK HOUR VOL.	0
PEAK HOUR FACTOR	0.000

CONTROL : Signalized

NB	0	0	0	0
SB	0	0	0	0
EB	0	0	0	0
WB	0	0	0	0

Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

Project ID: 14-501 Parking/Port/Operated/Build
 City: Los Angeles

Day: Friday
 Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
LANES:	0	2	0	0	2	1	0	0	0.5

Time	NL	NT	SR	SL	ET	ER	WT	WR	TOTAL
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0.000
PEAK HOUR VOL.	0
PEAK HOUR FACTOR	0.000

CONTROL : Signalized

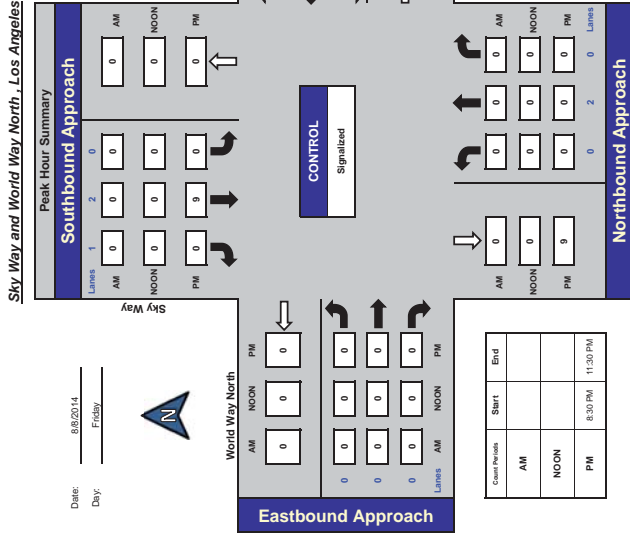
NB	0	0	0	0
SB	0	0	0	0
EB	0	0	0	0
WB	0	0	0	0

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services



14-5001
Parking/Airport Operated Streets 107
City: Los Angeles

AM Peak Hour	NOON Peak Hour	PM Peak Hour
0	0	0
0	0	0
0	0	0

Intersection Turning Movement

Prepared by:

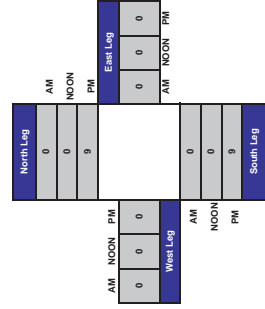
National Data & Surveying Services

Project ID: 14-5001 Private Vehicles 107
City: Los Angeles
Date: 8/8/2014
Day: Friday

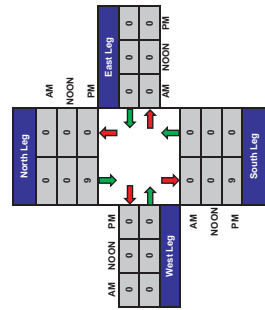
NB/EB Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL			
	NB	EB	NB	EB	ET	ER	WT	WR	WT	WR		
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL APPROACH APPROACH %S	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501 Private Vehicles-107 City: Los Angeles Date: 8/8/2014 Day: Friday

NS/EW Streets	Northbound		Southbound		World Way North		World Way South		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
8:30 PM	0	2	0	2	1	0	0	0	0.5
8:45 PM	41	38	0	174	35	0	9	3	204
9:00 PM	33	34	0	105	35	0	9	5	195
9:15 PM	33	34	0	112	39	0	9	3	197
9:30 PM	37	37	0	104	34	0	7	1	179
9:45 PM	34	34	0	99	17	0	8	2	153
10:00 PM	34	34	0	102	39	0	7	2	186
10:15 PM	28	28	0	96	28	0	11	2	165
10:30 PM	20	20	0	82	19	0	12	0	124
10:45 PM	20	20	0	82	19	0	12	0	124
11:15 PM	20	20	0	82	19	0	12	0	124

TOTAL VOLUMES	0	268	0	1177	304	0	165	97	2024
APPROACH %	0.00%	100.00%	0.00%	0.00%	76.38%	23.62%	0.00%	89	24
APPROACH %	0.00%	100.00%	0.00%	0.00%	78.76%	21.24%	0.00%	89	24

PEAK HOUR START TIME	8:30 PM	0.848	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR VOL.	0	139	0	429	140	0	0	35	12
PEAK HR FACTOR	0.848	0.848	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501 Private Vehicles-107 City: Los Angeles Date: 8/8/2014 Day: Friday

NS/EW Streets	Northbound		Southbound		World Way North		World Way South		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	
8:30 PM	0	2	0	2	1	0	0	0	0.5
8:45 PM	41	38	0	174	35	0	9	3	204
9:00 PM	33	34	0	105	35	0	9	5	195
9:15 PM	33	34	0	112	39	0	9	3	197
9:30 PM	37	37	0	104	34	0	7	1	179
9:45 PM	34	34	0	99	17	0	8	2	153
10:00 PM	34	34	0	102	39	0	7	2	186
10:15 PM	28	28	0	96	28	0	11	2	165
10:30 PM	20	20	0	82	19	0	12	0	124
10:45 PM	20	20	0	82	19	0	12	0	124
11:15 PM	20	20	0	82	19	0	12	0	124

TOTAL VOLUMES	0	268	0	1177	304	0	165	97	2024
APPROACH %	0.00%	100.00%	0.00%	0.00%	76.38%	23.62%	0.00%	89	24
APPROACH %	0.00%	100.00%	0.00%	0.00%	78.76%	21.24%	0.00%	89	24

PEAK HOUR START TIME	8:30 PM	0.848	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR VOL.	0	139	0	429	140	0	0	35	12
PEAK HR FACTOR	0.848	0.848	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

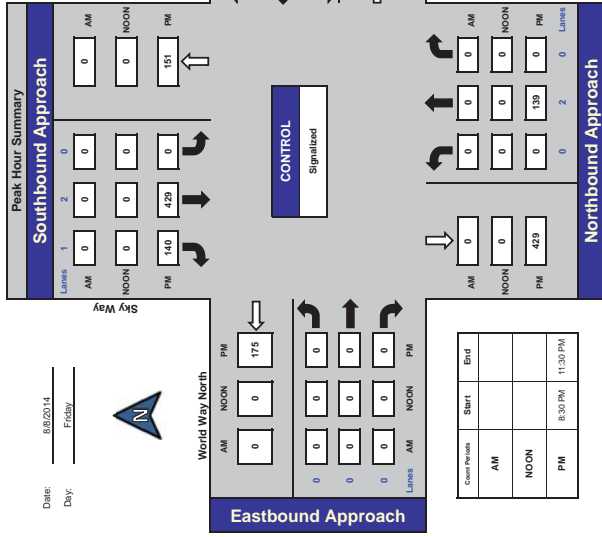


National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/2/2014
Day: Friday

Project #: 14-5501 Private Vehicles-107
City: Los Angeles



Total Ins & Outs

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	175	0	47
West Leg	0	0	0
South Leg	0	0	0

Total Volume Per Leg

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	175	0	47
West Leg	0	0	0
South Leg	0	0	0

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

Project ID: 14-5501 Services-107

Day: Friday

Date: 8/2/2014

City: Los Angeles	Northbound	Southbound	Eastbound	Westbound	WT	WR	TOTAL
NB/FW Streets	0	2	0	0	0	0	0.000
Lanes	0	2	0	0	0	0	0.5

City: Los Angeles	Northbound	Southbound	Eastbound	Westbound	WT	WR	TOTAL
PEAK HR VOL	0	0	0	0	0	0	0.000
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:

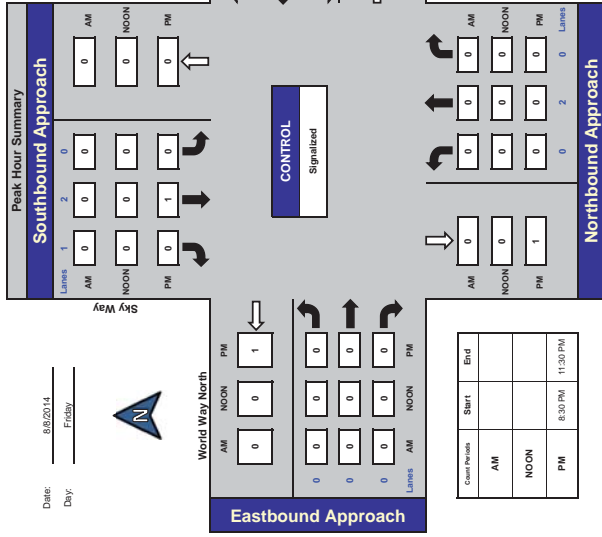


National Data & Surveying Services

Sky Way and World Way North, Los Angeles

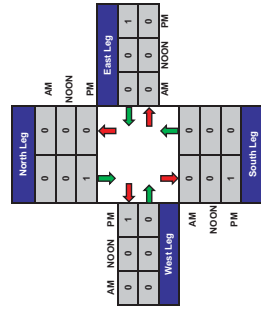
Date: 8/8/2014
Day: Friday

Project #: 14-501 Service-107
City: Los Angeles

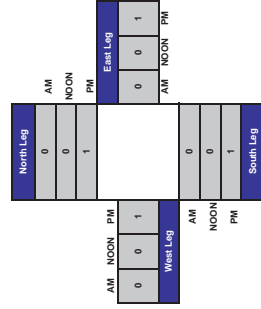


Count Period	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Prepared by:



National Data & Surveying Services

Project ID: 14-501 SuperStation-107

City: Los Angeles

Day: Friday

Date: 8/8/2014

NS/EW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		World Way North EASTBOUND		World Way North WESTBOUND		TOTAL	
	NL	NL	SL	SL	EL	EL	WL	WL		
LANES:	0	2	0	0	2	1	0	0	0.5	0.5
APPROACH %S	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001 SuperShuttles-107 City: Los Angeles

Day: Friday Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	

LANES:	0	2	0	0	0	0	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	4
8:45 PM	0	0	0	0	0	0	0	0	8
9:00 PM	0	0	0	0	0	0	0	0	4
9:15 PM	0	0	0	0	0	0	0	0	4
9:30 PM	0	0	0	0	0	0	0	0	7
9:45 PM	0	0	0	0	0	0	0	0	9
10:00 PM	0	0	0	0	0	0	0	0	9
10:15 PM	0	0	0	0	0	0	0	0	2
10:30 PM	0	0	0	0	0	0	0	0	2
10:45 PM	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	7
11:15 PM	0	0	0	0	0	0	0	0	7

TOTAL VOLUMES	0	0	0	0	0	0	0	0	44
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%

PEAK HOUR START TIME	8:30 PM	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	25
PEAK HR FACTOR	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.791

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001 SuperShuttles-107 City: Los Angeles

Day: Friday Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	

LANES:	0	2	0	0	0	0	0	0	0.5
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	8:30 PM	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

CONTROL : Signalized

ITM Peak Hour Summary

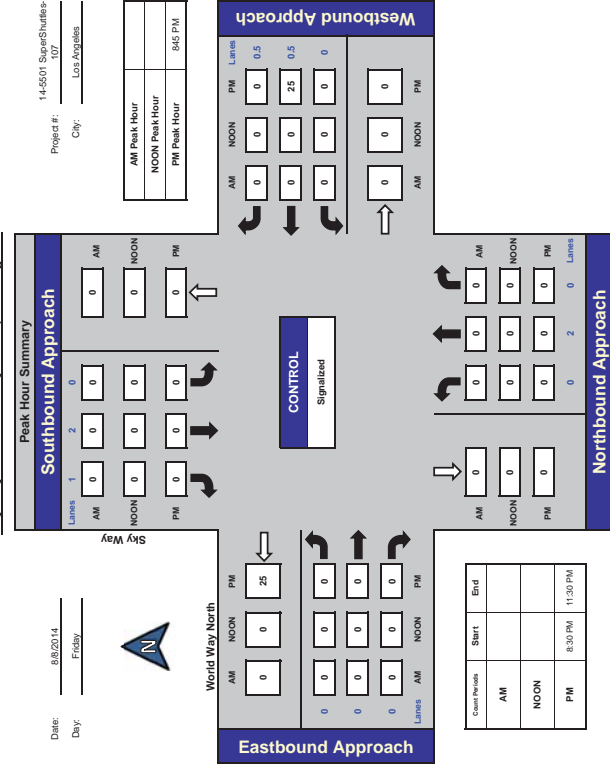
[DRAFT]

Prepared by:



National Data & Surveying Services

Sky Way and World Way North, Los Angeles



Date: 8/8/2014
Day: Friday

Project #:
City: Los Angeles

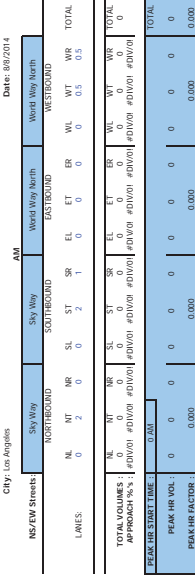
Intersection Turning Movement

[DRAFT]

Prepared by:



National Data & Surveying Services



ITM Peak Hour Summary

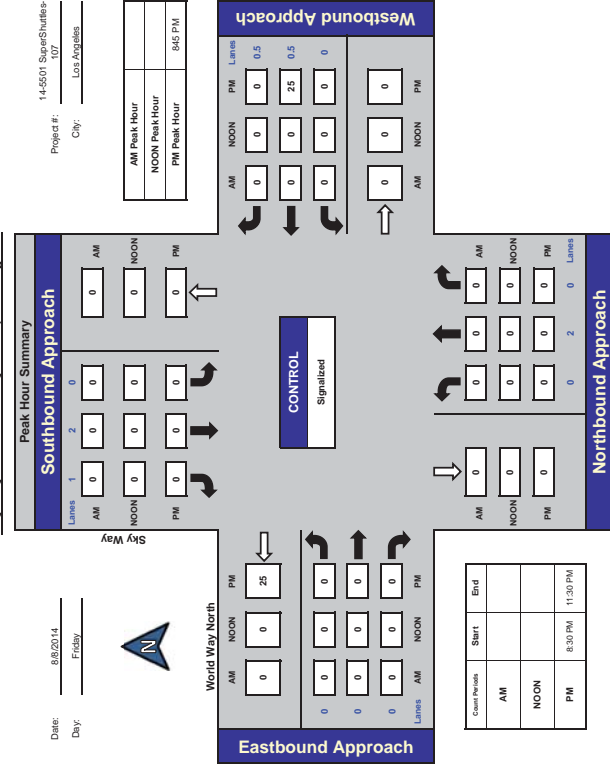
[DRAFT]

Prepared by:



National Data & Surveying Services

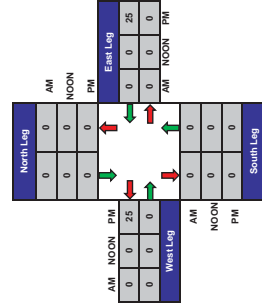
Sky Way and World Way North, Los Angeles



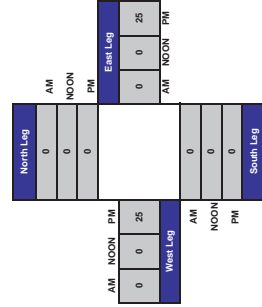
Date: 8/8/2014
Day: Friday

Project #:
City: Los Angeles

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-5001 Taxicab107 City: Los Angeles Date: 8/8/2014 Day: Friday

NS/EW Streets	MATHBOARD		SOUTHBOUND		Sky Way		EASTBOUND		World Way North		WESTBOUND		TOTAL
	NL	NT	SR	SL	ST	SP	ET	ER	VL	WT	WR	WB	
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
8:30 PM	0	0	0	0	42	34	0	0	0	0	3	0	79
8:45 PM	0	0	0	0	42	43	0	0	0	0	3	0	88
9:00 PM	0	0	0	0	53	22	0	0	0	0	6	0	81
9:15 PM	0	0	0	0	34	15	0	0	0	0	0	0	49
9:30 PM	0	0	0	0	23	35	0	0	0	0	4	0	62
9:45 PM	0	0	0	0	47	24	0	0	0	0	2	0	73
10:00 PM	0	0	0	0	27	33	0	0	0	0	6	0	66
10:15 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
10:30 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
10:45 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
11:00 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
11:15 PM	0	0	0	0	51	20	0	0	0	0	2	0	73

UTURNS	NB	SB	EB	WB
	0	0	0	0

TOTAL VOLUMES	1	0	0	0	515	354	0	0	145	0	33	2	1005
APPROACH %:	100.00%	0.00%	0.00%	0.00%	59.26%	40.74%	0.00%	0.00%	42.29%	57.71%	0.00%	0.00%	5.71%

PEAK HOUR START TIME	8:30 PM
PEAK HOUR VOL	1
PEAK HR FACTOR	0.250

CONTROL : Signalized

Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-5001 Taxicab107 City: Los Angeles Date: 8/8/2014 Day: Friday

NS/EW Streets	MATHBOARD		SOUTHBOUND		Sky Way		EASTBOUND		World Way North		WESTBOUND		TOTAL
	NL	NT	SR	SL	ST	SP	ET	ER	VL	WT	WR	WB	
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
8:30 PM	0	0	0	0	42	34	0	0	0	0	3	0	79
8:45 PM	0	0	0	0	42	43	0	0	0	0	3	0	88
9:00 PM	0	0	0	0	53	22	0	0	0	0	6	0	81
9:15 PM	0	0	0	0	34	15	0	0	0	0	0	0	49
9:30 PM	0	0	0	0	23	35	0	0	0	0	4	0	62
9:45 PM	0	0	0	0	47	24	0	0	0	0	2	0	73
10:00 PM	0	0	0	0	27	33	0	0	0	0	6	0	66
10:15 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
10:30 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
10:45 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
11:00 PM	0	0	0	0	51	20	0	0	0	0	2	0	73
11:15 PM	0	0	0	0	51	20	0	0	0	0	2	0	73

UTURNS	NB	SB	EB	WB
	0	0	0	0

TOTAL VOLUMES	1	0	0	0	515	354	0	0	145	0	33	2	1005
APPROACH %:	100.00%	0.00%	0.00%	0.00%	59.26%	40.74%	0.00%	0.00%	42.29%	57.71%	0.00%	0.00%	5.71%

PEAK HOUR START TIME	8:30 PM
PEAK HOUR VOL	1
PEAK HR FACTOR	0.250

CONTROL : Signalized

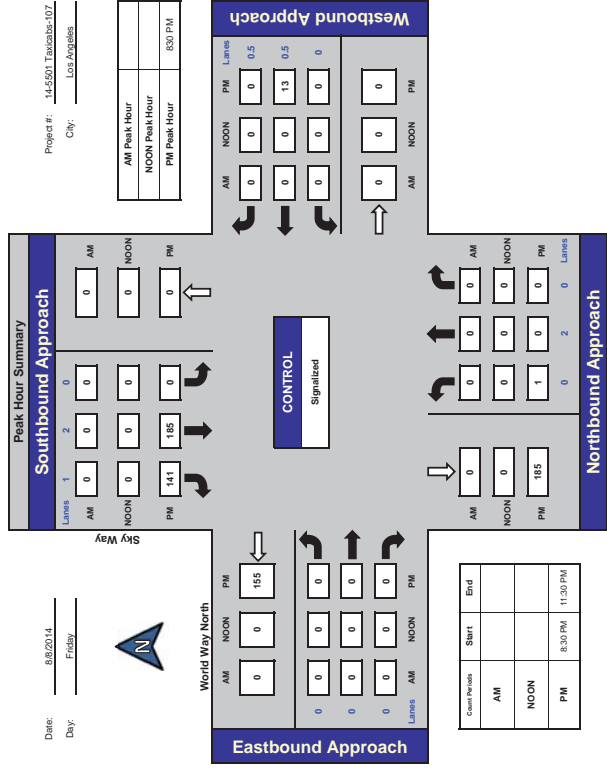
ITM Peak Hour Summary

[DRAFT]



National Data & Surveying Services

Sky Way and World Way North, Los Angeles



Date: 8/8/2014
Day: Friday



Day: Friday
Date: 8/8/2014

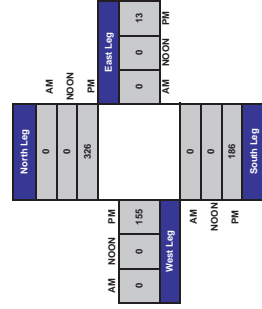
Prepared by National Data & Surveying Services

VEHICLE CLASSIFICATION COUNT

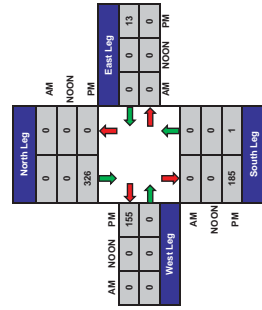
Location: 14-5501-207
City: Los Angeles

#	CLASSIFICATION	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45	TOTAL
1	Private Vehicles	0	0	2	2	0	0	1	2	1	5	2	0	0	0	15
2	Taxicabs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Hotel/Motel Courtesy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Off-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Parking Airport-Operated Shuttles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	On-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Employees Airport-Operated Shuttles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	SuperShuttles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Other Shared Ride/Door-to-Door Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Limousines	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Charter Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	City Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Service/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Flyways	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	TOTAL	0	0	2	2	0	0	1	2	1	5	2	0	0	0	15

Total Volume Per Leg



Total Ins & Outs



N.2

LAX Dwell Times



VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 1

Level: 2

AM

Curb:

	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
X		1	6 : 3 : 25	6 : 3 : 50
		1	6 : 4 : 35	6 : 5 : 0
		3	6 : 5 : 35	6 : 6 : 8
		1	6 : 7 : 10	6 : 7 : 40
		4	6 : 7 : 53	6 : 8 : 28
		1	6 : 8 : 40	6 : 8 : 52
		1	6 : 9 : 45	6 : 10 : 5
		1	6 : 10 : 45	6 : 13 : 38
		3	6 : 14 : 0	6 : 15 : 40
		3	6 : 16 : 37	6 : 17 : 10
		1	6 : 17 : 50	6 : 19 : 5
		1	6 : 19 : 55	6 : 20 : 30
		3	6 : 22 : 11	6 : 22 : 35
		3	6 : 23 : 55	6 : 24 : 45
		5	6 : 24 : 58	6 : 25 : 45
		0	6 : 26 : 36	6 : 27 : 5
		4	6 : 29 : 38	6 : 30 : 18
		5	6 : 30 : 36	6 : 31 : 25
		1	6 : 31 : 33	6 : 32 : 30
		1	6 : 33 : 0	6 : 33 : 26
		0	6 : 34 : 20	6 : 34 : 31
		3	6 : 34 : 45	6 : 35 : 10
		2	6 : 36 : 15	6 : 37 : 6
		0	6 : 37 : 14	6 : 46 : 46
		4	6 : 42 : 58	6 : 43 : 30
		2	6 : 44 : 6	6 : 44 : 40
		3	6 : 45 : 18	6 : 45 : 55
		2	6 : 46 : 5	6 : 46 : 37
		7	6 : 47 : 27	6 : 47 : 54
		3	6 : 48 : 25	6 : 49 : 1
		2	6 : 49 : 40	6 : 50 : 17
		1	6 : 50 : 55	6 : 51 : 9
		1	6 : 51 : 44	6 : 52 : 7
		1	6 : 52 : 55	6 : 53 : 16

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 1

AM

Level: 2

Curb:

	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
X		1	6 : 53 : 58	6 : 54 : 17
		1	6 : 54 : 30	6 : 54 : 45
		1	6 : 55 : 32	6 : 56 : 10
		2	6 : 56 : 38	6 : 57 : 28
		5	6 : 57 : 40	6 : 58 : 20
		1	6 : 58 : 50	6 : 59 : 20
		1	7 : 0 : 14	7 : 0 : 48
		1	7 : 1 : 55	7 : 2 : 28
		4	7 : 2 : 50	7 : 3 : 20
		0	7 : 3 : 51	7 : 4 : 7
		1	7 : 6 : 0	7 : 6 : 25
		1	7 : 7 : 27	7 : 7 : 57
		3	7 : 8 : 40	7 : 9 : 50
		3	7 : 10 : 8	7 : 10 : 48
		3	7 : 11 : 31	7 : 12 : 36
		2	7 : 12 : 48	7 : 13 : 50
		2	7 : 14 : 35	7 : 15 : 8
		2	7 : 15 : 50	7 : 16 : 12
		2	7 : 16 : 38	7 : 17 : 27
		1	7 : 17 : 49	7 : 18 : 10
		1	7 : 18 : 40	7 : 18 : 55
		1	7 : 20 : 10	7 : 20 : 26
		1	7 : 20 : 52	7 : 21 : 13
		6	7 : 23 : 10	7 : 24 : 31
		0	7 : 25 : 36	7 : 25 : 55
		1	7 : 27 : 14	7 : 27 : 28
		1	7 : 27 : 55	7 : 28 : 44
		2	7 : 29 : 13	7 : 29 : 43
		7	7 : 30 : 47	7 : 31 : 40
		3	7 : 32 : 5	7 : 32 : 25
		0	7 : 35 : 38	7 : 35 : 58
		1	7 : 36 : 33	7 : 37 : 25
		1	7 : 37 : 50	7 : 38 : 14
		3	7 : 38 : 40	7 : 39 : 13

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Henry Gonzalez
Terminal: 1
Level: 2
Curb: AM

	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rental Car Services			2 8 : 35 : 59	8 : 36 : 39
Private Parking Shuttles			1 8 : 37 : 50	8 : 41 : 5
Public Transportation Bus			1 8 : 40 : 55	8 : 41 : 30
Charter / Intercity Bus			5 8 : 42 : 20	8 : 43 : 29
Limousine			1 8 : 43 : 58	8 : 44 : 59
Fly Away			1 8 : 45 : 37	8 : 49 : 9
SuperShuttle			3 8 : 46 : 7	8 : 49 : 39
Lax Shuttle			2 8 : 49 : 30	8 : 50 : 16
Hotel Shuttle			5 8 : 51 : 40	8 : 52 : 24
Taxicab			1 8 : 54 : 41	8 : 54 : 44
Private Vehicle			3 8 : 55 : 11	8 : 56 : 18
			7 8 : 57 : 31	8 : 58 : 43
			2 8 : 59 : 34	8 : 59 : 44
			2 9 : 0 : 20	9 : 1 : 30

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Henry Gonzalez
Terminal: 1
Level: 2
Curb: AM

	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rental Car Services			8 7 : 39 : 33	7 : 41 : 20
Private Parking Shuttles			2 7 : 42 : 48	7 : 43 : 0
Public Transportation Bus			3 7 : 43 : 38	7 : 43 : 59
Charter / Intercity Bus			4 7 : 44 : 46	7 : 46 : 47
Limousine			1 7 : 46 : 55	7 : 47 : 24
Fly Away			1 7 : 47 : 37	7 : 47 : 50
SuperShuttle			4 7 : 48 : 13	7 : 49 : 30
Lax Shuttle			3 7 : 50 : 35	7 : 51 : 10
Hotel Shuttle			2 7 : 51 : 50	7 : 52 : 58
Taxicab			2 7 : 54 : 30	7 : 54 : 55
Private Vehicle			3 7 : 55 : 53	7 : 57 : 56
			1 7 : 58 : 40	7 : 58 : 49
			7 7 : 59 : 0	8 : 0 : 11
			7 8 : 0 : 40	8 : 1 : 43
			3 8 : 2 : 0	8 : 4 : 15
			2 8 : 4 : 50	8 : 6 : 23
			2 8 : 7 : 27	8 : 10 : 28
			4 8 : 10 : 44	8 : 11 : 18
			1 8 : 11 : 37	8 : 11 : 49
			1 8 : 13 : 23	8 : 14 : 4
			5 8 : 14 : 16	8 : 18 : 16
			1 8 : 19 : 10	8 : 19 : 58
			3 8 : 21 : 3	8 : 22 : 14
			3 8 : 22 : 30	8 : 23 : 20
			2 8 : 24 : 32	8 : 24 : 46
			1 8 : 25 : 0	8 : 25 : 10
			2 8 : 25 : 34	8 : 25 : 52
			2 8 : 26 : 41	8 : 27 : 25
			2 8 : 27 : 54	8 : 28 : 23
			4 8 : 28 : 46	8 : 29 : 47
			1 8 : 30 : 36	8 : 31 : 7
			1 8 : 31 : 37	8 : 31 : 49
			3 8 : 32 : 19	8 : 33 : 0
			1 8 : 34 : 40	8 : 35 : 6

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Andres Villanueva

Terminal: 1

AM Level: 2 Curb:

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intercity Bus	Limousine	Fly Away	SuperShuttle	Lax Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
													1 6 : 3 : 10	6 : 3 : 58
													1 6 : 4 : 0	6 : 4 : 51
													3 6 : 5 : 0	6 : 6 : 44
													2 6 : 7 : 0	6 : 7 : 28
													1 6 : 8 : 0	6 : 8 : 43
													2 6 : 10 : 0	6 : 11 : 23
													1 6 : 12 : 0	6 : 12 : 39
													1 6 : 13 : 0	6 : 13 : 15
													1 6 : 14 : 0	6 : 14 : 20
													1 6 : 15 : 2	6 : 15 : 6
													1 6 : 16 : 0	6 : 17 : 48
													2 6 : 18 : 0	6 : 18 : 33
													2 6 : 20 : 0	6 : 26 : 12
													1 6 : 26 : 30	6 : 30 : 58
													2 6 : 31 : 0	6 : 32 : 51
													1 6 : 33 : 0	6 : 35 : 55
													2 6 : 37 : 0	6 : 38 : 48
													1 6 : 40 : 0	6 : 41 : 50
													1 6 : 42 : 0	6 : 42 : 56
													2 6 : 43 : 0	6 : 43 : 59
													1 6 : 45 : 0	6 : 45 : 19
													4 6 : 46 : 0	6 : 47 : 30
													1 6 : 49 : 0	6 : 51 : 4
													1 6 : 51 : 0	6 : 54 : 3
													1 6 : 54 : 10	6 : 55 : 59
													1 6 : 57 : 0	6 : 59 : 6
													1 7 : 1 : 0	7 : 4 : 12
													1 7 : 4 : 5	7 : 4 : 24
													1 7 : 5 : 10	7 : 5 : 32
													1 7 : 8 : 0	7 : 8 : 12
													1 7 : 9 : 8	7 : 10 : 27
													2 7 : 10 : 23	7 : 10 : 58
													2 7 : 12 : 0	7 : 12 : 48
													1 7 : 14 : 0	7 : 15 : 22

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Andres Villanueva

Terminal: 1

AM Level: 2 Curb:

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intercity Bus	Limousine	Fly Away	SuperShuttle	Lax Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
													2 7 : 14 : 10	7 : 15 : 40
													1 7 : 16 : 0	7 : 17 : 31
													1 7 : 17 : 50	7 : 18 : 47
													1 7 : 19 : 0	7 : 19 : 32
													1 7 : 21 : 0	7 : 22 : 3
													1 7 : 22 : 0	7 : 23 : 7
													2 7 : 23 : 25	7 : 25 : 16
													1 7 : 26 : 0	7 : 27 : 11
													2 7 : 29 : 0	7 : 30 : 4
													1 7 : 31 : 0	7 : 31 : 58
													1 7 : 34 : 0	7 : 36 : 0
													2 7 : 36 : 10	7 : 37 : 10
													1 7 : 37 : 20	7 : 38 : 10
													1 7 : 40 : 0	7 : 40 : 14
													2 7 : 41 : 0	7 : 44 : 57
													7 7 : 43 : 20	7 : 48 : 22
													5 7 : 49 : 22	7 : 50 : 13
													1 7 : 50 : 10	7 : 54 : 10
													3 7 : 55 : 0	7 : 58 : 4
													1 7 : 59 : 0	8 : 1 : 17
													1 8 : 5 : 0	8 : 7 : 30
													1 8 : 7 : 0	8 : 9 : 10
													2 8 : 10 : 0	8 : 11 : 39
													1 8 : 12 : 0	8 : 12 : 48
													6 8 : 13 : 0	8 : 17 : 17
													2 8 : 17 : 25	8 : 17 : 50
													2 8 : 18 : 0	8 : 18 : 40
													4 8 : 20 : 0	8 : 21 : 10
													1 8 : 21 : 20	8 : 22 : 12
													2 8 : 23 : 0	8 : 25 : 5
													2 8 : 23 : 0	8 : 29 : 11
													3 8 : 31 : 0	8 : 34 : 5
													2 8 : 35 : 0	8 : 37 : 23
													1 8 : 37 : 30	8 : 38 : 2

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Andres Villanueva

Terminal: 1

AM

Level: 2

Curb: 2

Notes ¹⁾	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
	1 8 : 39 : 0	8 : 39 : 57	1
	1 8 : 41 : 0	8 : 45 : 13	1
	2 8 : 44 : 0	8 : 45 : 21	2
	3 8 : 46 : 11	8 : 48 : 11	3
	3 8 : 48 : 55	8 : 49 : 30	3
	5 8 : 49 : 42	8 : 54 : 22	5
	1 8 : 54 : 30	8 : 55 : 14	1
	1 8 : 55 : 25	8 : 57 : 15	1
	1 8 : 59 : 11	9 : 0 : 31	1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Brian Delas Armas

Terminal: 2

Level: 2

Curb: 2

Notes ¹⁾	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
	6 : 2 : 19	6 : 2 : 40	6
	6 : 11 : 13	6 : 12 : 32	1
	2 : 6 : 11 : 13	6 : 13 : 53	2
	4 : 6 : 13 : 4	6 : 13 : 38	2
	4 : 6 : 15 : 1	6 : 15 : 30	4
	3 : 6 : 15 : 40	6 : 17 : 13	3
	4 : 6 : 15 : 40	6 : 17 : 13	4
	1 : 6 : 18 : 2	6 : 18 : 37	1
	2 : 6 : 18 : 41	6 : 20 : 38	2
	1 : 6 : 19 : 40	6 : 20 : 42	1
	2 : 6 : 21 : 30	6 : 23 : 47	2
	6 : 6 : 24 : 2	6 : 25 : 40	6
	4 : 6 : 27 : 10	6 : 34 : 29	4
	1 : 6 : 31 : 27	6 : 32 : 22	1
	4 : 6 : 32 : 22	6 : 34 : 0	4
	1 : 6 : 35 : 0	6 : 36 : 25	1
	3 : 6 : 35 : 36	6 : 35 : 53	3
	1 : 6 : 37 : 15	6 : 37 : 34	1
	4 : 6 : 38 : 25	6 : 39 : 52	4
	2 : 6 : 40 : 10	6 : 40 : 27	2
	4 : 6 : 43 : 6	6 : 49 : 51	4
	1 : 6 : 46 : 27	6 : 47 : 7	1
	6 : 6 : 47 : 43	6 : 48 : 20	6
	7 : 6 : 48 : 14	6 : 49 : 46	7
	1 : 6 : 50 : 30	6 : 51 : 0	1
	2 : 6 : 52 : 50	6 : 53 : 44	2
	5 : 6 : 55 : 50	7 : 5 : 46	5
	3 : 6 : 59 : 17	6 : 59 : 31	3
	1 : 7 : 0 : 30	7 : 0 : 42	1
	4 : 7 : 2 : 3	7 : 2 : 50	4
	3 : 7 : 2 : 50	7 : 4 : 0	3
	8 : 7 : 4 : 26	7 : 5 : 27	8

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Brian Delas Armas

Terminal: 2

Level: 2

Curb: 2

Notes ¹	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
	7 : 6 : 30	7 : 7 : 36	3
	7 : 7 : 20	7 : 7 : 31	1
	7 : 8 : 31	7 : 9 : 59	4
	7 : 9 : 45	7 : 9 : 59	1
	7 : 10 : 50	7 : 12 : 4	3
	7 : 12 : 25	7 : 12 : 47	2
	7 : 14 : 19	7 : 15 : 9	2
	7 : 15 : 9	7 : 16 : 0	1
	7 : 16 : 14	7 : 17 : 8	4
	7 : 16 : 51	7 : 17 : 36	4
	7 : 18 : 15	7 : 18 : 44	3
	7 : 19 : 3	7 : 19 : 21	1
	7 : 20 : 55	7 : 21 : 59	3
	7 : 20 : 56	7 : 21 : 17	1
	7 : 22 : 20	7 : 22 : 56	2
	7 : 24 : 15	7 : 24 : 34	1
	7 : 25 : 0	7 : 26 : 20	0
	7 : 25 : 0	7 : 26 : 59	4
	7 : 28 : 9	7 : 29 : 29	4
	7 : 30 : 31	7 : 32 : 5	1
	7 : 31 : 30	7 : 33 : 6	5
	7 : 34 : 34	7 : 39 : 21	2
	-	-	-
	7 : 41 : 18	7 : 43 : 16	4
	7 : 44 : 39	7 : 45 : 50	1
	7 : 44 : 39	7 : 45 : 45	2
	7 : 46 : 59	7 : 47 : 20	4
	7 : 49 : 40	7 : 51 : 30	2
	7 : 53 : 50	7 : 56 : 34	5
	7 : 53 : 50	7 : 55 : 23	9
	7 : 58 : 15	7 : 59 : 10	5
	7 : 59 : 59	8 : 0 : 17	2
	8 : 1 : 38	8 : 1 : 55	1
	8 : 3 : 11	8 : 4 : 41	1

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Brian Delas Armas

Terminal: 2

Level: 2

Curb: 2

Notes ¹	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
	8 : 5 : 20	8 : 6 : 43	1
	8 : 6 : 0	8 : 12 : 31	0
	8 : 9 : 11	8 : 9 : 48	1
	8 : 9 : 55	8 : 10 : 42	2
	8 : 10 : 55	8 : 11 : 56	1
	8 : 15 : 18	8 : 15 : 56	3
	8 : 15 : 30	8 : 16 : 35	4
	8 : 15 : 29	8 : 16 : 59	2
	8 : 17 : 0	8 : 18 : 0	1
	8 : 18 : 24	8 : 19 : 30	5
	8 : 20 : 16	8 : 20 : 50	4
	8 : 20 : 32	8 : 21 : 1	2
	8 : 21 : 15	8 : 21 : 46	4
	8 : 23 : 55	8 : 25 : 43	1
	8 : 24 : 44	8 : 25 : 52	1
	8 : 26 : 10	8 : 27 : 48	4
	8 : 30 : 29	8 : 31 : 13	3
	8 : 30 : 55	8 : 31 : 48	5
	8 : 33 : 33	8 : 34 : 38	6
	8 : 34 : 22	8 : 36 : 50	5
	8 : 36 : 50	8 : 40 : 49	8
	8 : 39 : 36	8 : 40 : 14	6
	8 : 41 : 10	8 : 43 : 7	5
	8 : 42 : 20	8 : 46 : 3	2
	8 : 43 : 35	8 : 48 : 27	4
	8 : 45 : 57	8 : 52 : 1	3
	8 : 46 : 15	8 : 47 : 6	1
	8 : 48 : 31	8 : 49 : 23	7
	8 : 48 : 46	8 : 50 : 40	4
	8 : 52 : 29	8 : 52 : 46	2
	8 : 53 : 59	8 : 54 : 37	4
	8 : 55 : 3	8 : 57 : 59	2
	8 : 55 : 15	8 : 56 : 16	3
	8 : 55 : 46	8 : 56 : 45	3

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Brian Delas Armas

Terminal: 2

Level: 2

Curb: 2

Notes ¹	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
Private Shuttle	8 : 57 : 0	8 : 57 : 55	1
Private Parking Shuttles	8 : 59 : 24	8 : 59 : 51	1
Public Transportation Bus			
Charter / Intercity Bus			
Limousine			
Fly Away			
SuperShuttle			
Lax Shuttle			
Hotel Shuttle			
Taxicab			
Private Vehicle			

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Brian Delas Armas

Terminal: 4

Level: 1

Curb: WR

PM

Notes ¹	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
Private Shuttle	8 : 31 : 5	8 : 31 : 45	1
Private Parking Shuttles	8 : 36 : 39	8 : 36 : 59	1
Public Transportation Bus	8 : 40 : 0	8 : 40 : 40	1
Charter / Intercity Bus	8 : 42 : 28	8 : 42 : 55	1
Limousine	8 : 43 : 54	8 : 44 : 20	2
Fly Away	8 : 52 : 47	8 : 53 : 3	1
SuperShuttle	8 : 54 : 7	8 : 55 : 9	7
Lax Shuttle	8 : 55 : 59	8 : 56 : 22	1
Hotel Shuttle	9 : 4 : 15	9 : 5 : 19	0
Taxicab	9 : 15 : 36	9 : 16 : 2	2
Private Vehicle	9 : 17 : 11	9 : 18 : 10	3
	9 : 27 : 33	9 : 28 : 26	3
	9 : 53 : 52	9 : 53 : 56	3
	9 : 54 : 24	9 : 55 : 50	4
	9 : 54 : 24	9 : 56 : 21	1
	10 : 4 : 1	10 : 5 : 36	2
	10 : 5 : 59	10 : 9 : 10	1
	10 : 14 : 24	10 : 15 : 14	1
	10 : 19 : 46	10 : 21 : 0	5
	10 : 21 : 0	10 : 23 : 0	2
	10 : 33 : 24	10 : 33 : 54	0
	10 : 35 : 14	10 : 36 : 28	6
	10 : 36 : 30	10 : 37 : 18	3
	10 : 37 : 39	10 : 38 : 18	2
	10 : 38 : 50	10 : 39 : 30	3
	10 : 38 : 50	10 : 39 : 30	1
	10 : 40 : 38	10 : 40 : 54	0
	10 : 40 : 43	10 : 41 : 9	1
	10 : 41 : 30	10 : 42 : 40	12
	10 : 49 : 30	10 : 49 : 47	0
	10 : 51 : 43	10 : 52 : 37	4
	10 : 53 : 7	10 : 54 : 28	8
	10 : 56 : 0	10 : 57 : 0	10
	10 : 58 : 58	10 : 59 : 11	2

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Brian Delas Armas

Terminal: 4

PM

Level: 1

Curb: WR

Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
X	6	11 : 3 : 9	11 : 4 : 12
X	5	11 : 6 : 5	11 : 7 : 15
X	3	11 : 8 : 20	11 : 8 : 48
X	0	11 : 11 : 20	11 : 12 : 40
X	6	11 : 13 : 30	11 : 14 : 34
X	2	11 : 16 : 57	11 : 17 : 23
X	6	11 : 17 : 58	11 : 19 : 3
X	2	11 : 19 : 17	11 : 19 : 43
X	4	11 : 24 : 0	11 : 25 : 4

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: 4

PM

Level: 1

Curb: WR

Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
X	2	8 : 30 : 14	8 : 30 : 56
X	1	8 : 30 : 14	8 : 32 : 7
X	0	8 : 30 : 14	8 : 32 : 18
X	1	8 : 30 : 14	8 : 32 : 42
X	0	8 : 31 : 50	8 : 33 : 19
X	1	8 : 31 : 50	8 : 43 : 24
X	1	8 : 32 : 40	8 : 59 : 46
X	2	8 : 36 : 46	8 : 43 : 51
X	1	8 : 37 : 36	8 : 45 : 56
X	8	37 : 53	- : - : -
X	8	39 : 11	- : - : -
X	8	45 : 42	- : - : -
X	0	8 : 47 : 36	8 : 50 : 29
X	1	8 : 49 : 36	8 : 50 : 54
X	8	50 : 37	- : - : -
X	8	51 : 19	8 : 53 : 50
X	8	56 : 31	- : - : -
X	2	9 : 2 : 36	9 : 3 : 34
X	1	9 : 4 : 45	9 : 8 : 56
X	3	9 : 5 : 16	9 : 8 : 7
X	0	9 : 8 : 56	9 : 12 : 17
X	0	9 : 11 : 8	9 : 12 : 17
X	0	9 : 11 : 15	9 : 12 : 17
X	1	9 : 15 : 23	9 : 16 : 4
X	1	9 : 16 : 14	9 : 16 : 28
X	2	9 : 17 : 26	9 : 18 : 30
X	2	9 : 18 : 56	9 : 19 : 12
X	1	9 : 19 : 51	9 : 20 : 17
X	2	9 : 21 : 24	9 : 22 : 16
X	1	9 : 21 : 52	9 : 26 : 6
X	3	9 : 24 : 45	9 : 26 : 15
X	3	9 : 25 : 11	9 : 26 : 27
X	3	9 : 28 : 30	9 : 29 : 44
X	2	9 : 29 : 56	9 : 32 : 23

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: 4

PM

Level: 1

Curb: WR

Notes ¹⁾	Private Car	Private Parking Shuttles	Public Transportation Bus	Limousine	Fly Away	SuperShuttle	Lax Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
											1	9 : 33 : 20	9 : 34 : 26
											1	9 : 34 : 5	9 : 35 : 18
											2	9 : 35 : 22	9 : 36 : 9
											4	9 : 36 : 28	9 : 38 : 39
											2	9 : 37 : 10	9 : 37 : 36
											2	9 : 37 : 42	9 : 38 : 50
											9	9 : 40 : 6	9 : 40 : 49
											2	9 : 41 : 17	9 : 41 : 36
											2	9 : 42 : 32	9 : 43 : 39
											2	9 : 45 : 20	9 : 48 : 6
											2	9 : 48 : 54	9 : 49 : 54
											1	9 : 49 : 37	9 : 50 : 11
											1	9 : 51 : 8	9 : 52 : 24
											1	9 : 51 : 26	9 : 53 : 10
											2	9 : 54 : 6	9 : 56 : 16
											1	9 : 59 : 23	10 : 0 : 26
											2	10 : 1 : 19	10 : 3 : 17
											1	10 : 4 : 36	10 : 5 : 18
											1	10 : 6 : 49	10 : 7 : 29
											0	10 : 8 : 36	10 : 12 : 46
											0	10 : 10 : 11	10 : 12 : 46
											1	10 : 20 : 32	10 : 20 : 53
											1	10 : 24 : 12	10 : 26 : 49
											1	10 : 27 : 46	10 : 28 : 52
											4	10 : 30 : 43	10 : 32 : 19
											5	10 : 34 : 25	10 : 35 : 55
											6	10 : 37 : 16	10 : 39 : 1
											5	10 : 40 : 40	10 : 41 : 56
											4	10 : 44 : 17	10 : 47 : 11
											5	10 : 49 : 29	10 : 52 : 26
											2	10 : 51 : 17	10 : 52 : 59
											3	10 : 54 : 10	10 : 55 : 46
											2	10 : 55 : 19	10 : 57 : 14
											7	10 : 58 : 12	10 : 59 : 42

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: 4

PM

Level: 1

Curb: WR

Notes ¹⁾	Private Car	Private Parking Shuttles	Public Transportation Bus	Limousine	Fly Away	SuperShuttle	Lax Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
											6	11 : 0 : 13	11 : 2 : 16
											3	11 : 3 : 12	11 : 4 : 39
											4	11 : 6 : 19	11 : 10 : 14
											2	11 : 10 : 27	11 : 13 : 15
											6	11 : 14 : 26	11 : 18 : 27
											6	11 : 21 : 16	11 : 24 : 13
											1	11 : 25 : 33	11 : 27 : 14
											2	11 : 28 : 38	11 : 36 : 10

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 7

PM

Level: 1

Curb: W/R

	Notes ^h	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			8 : 35 : 31	8 : 35 : 49
Private Parking Shuttles			8 : 39 : 49	8 : 40 : 11
Public Transportation Bus			8 : 40 : 57	8 : 42 : 16
Charter / Intercity Bus			8 : 43 : 40	8 : 44 : 46
Limousine			8 : 45 : 0	8 : 45 : 37
Fly Away			8 : 46 : 33	8 : 47 : 14
SuperShuttle			8 : 48 : 42	8 : 49 : 36
Lex Shuttle			8 : 49 : 58	8 : 51 : 21
Hotel Shuttle			8 : 51 : 33	8 : 52 : 4
Taxicab			8 : 52 : 28	8 : 53 : 34
Private Vehicle			8 : 54 : 9	8 : 54 : 25
			8 : 54 : 50	8 : 55 : 39
			8 : 55 : 53	8 : 56 : 50
			8 : 57 : 3	8 : 57 : 11
			8 : 57 : 40	8 : 58 : 30
			8 : 59 : 3	8 : 59 : 31
			9 : 1 : 2	9 : 1 : 22
			9 : 2 : 5	9 : 3 : 6
			9 : 3 : 43	9 : 9 : 14
			9 : 6 : 45	9 : 6 : 59
			9 : 7 : 20	9 : 8 : 20
			9 : 8 : 40	9 : 9 : 0
			9 : 9 : 50	9 : 11 : 7
			9 : 11 : 45	9 : 13 : 13
			9 : 13 : 50	9 : 14 : 20
			9 : 14 : 56	9 : 16 : 11
			9 : 17 : 27	9 : 18 : 3
			9 : 18 : 28	9 : 19 : 13
			9 : 19 : 30	9 : 22 : 23
			9 : 24 : 12	9 : 25 : 43
			9 : 26 : 0	9 : 27 : 4
			9 : 27 : 24	9 : 27 : 37
			9 : 28 : 56	9 : 30 : 26
			9 : 31 : 3	9 : 31 : 45

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 7

PM

Level: 1

Curb: W/R

	Notes ^h	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			9 : 32 : 30	9 : 33 : 0
Private Parking Shuttles			9 : 33 : 18	9 : 34 : 16
Public Transportation Bus			9 : 34 : 44	9 : 35 : 9
Charter / Intercity Bus			9 : 37 : 56	9 : 38 : 35
Limousine			9 : 39 : 5	9 : 39 : 17
Fly Away			9 : 39 : 30	9 : 40 : 34
SuperShuttle			9 : 42 : 2	9 : 42 : 19
Lex Shuttle			9 : 42 : 47	9 : 44 : 23
Hotel Shuttle			9 : 43 : 16	9 : 44 : 24
Taxicab			9 : 44 : 48	9 : 45 : 19
Private Vehicle			9 : 45 : 42	9 : 46 : 23
			9 : 46 : 41	9 : 47 : 47
			9 : 48 : 19	9 : 49 : 31
			9 : 49 : 50	9 : 50 : 2
			9 : 51 : 54	9 : 53 : 24
			9 : 54 : 57	9 : 55 : 47
			9 : 55 : 55	9 : 57 : 19
			9 : 58 : 6	9 : 58 : 53
			10 : 0 : 23	10 : 1 : 11
			10 : 2 : 6	10 : 2 : 20
			10 : 2 : 44	10 : 3 : 58
			10 : 5 : 12	10 : 6 : 13
			10 : 7 : 48	10 : 8 : 8
			10 : 8 : 46	10 : 12 : 45
			10 : 13 : 31	10 : 13 : 56
			10 : 14 : 47	10 : 18 : 15
			10 : 18 : 56	10 : 19 : 55
			10 : 21 : 29	10 : 22 : 52
			10 : 23 : 25	10 : 24 : 41
			10 : 26 : 33	10 : 27 : 3
			10 : 27 : 23	10 : 28 : 3
			10 : 29 : 40	10 : 30 : 39
			10 : 31 : 48	10 : 33 : 31
			10 : 35 : 44	10 : 36 : 45

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 7

PM

Level: 1

Curb: W/R

	Notes ^h	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			10 : 37 : 44	10 : 38 : 25
Private Parking Shuttles			10 : 38 : 15	10 : 39 : 39
Public Transportation Bus			10 : 43 : 11	10 : 44 : 14
Charter / Intercity Bus			10 : 46 : 39	10 : 47 : 11
Limousine			10 : 48 : 29	10 : 48 : 56
Fly Away			10 : 48 : 29	10 : 50 : 13
SuperShuttle			10 : 51 : 6	10 : 52 : 14
Leas Shuttle			10 : 52 : 31	10 : 54 : 16
Hotel Shuttle			10 : 56 : 22	10 : 57 : 14
Taxicab			11 : 3 : 26	11 : 3 : 35
Private Vehicle			11 : 4 : 7	11 : 4 : 14
			11 : 5 : 31	11 : 6 : 7
			11 : 6 : 35	11 : 6 : 51
			11 : 7 : 49	11 : 8 : 2
			11 : 8 : 36	11 : 9 : 26
			11 : 12 : 25	11 : 13 : 57
			11 : 17 : 24	11 : 18 : 11
			11 : 20 : 35	11 : 22 : 2
			11 : 24 : 15	11 : 24 : 27
			11 : 24 : 44	11 : 25 : 0
			11 : 26 : 25	11 : 28 : 33
			11 : 29 : 31	11 : 32 : 51

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

PM

Level: 1

Curb: Middle

	Notes ^h	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			8 : 32 : 12	8 : 34 : 40
Private Parking Shuttles			8 : 41 : 40	8 : 44 : 3
Public Transportation Bus			8 : 44 : 22	8 : 45 : 50
Charter / Intercity Bus			8 : 46 : 34	8 : 48 : 38
Limousine			8 : 52 : 30	8 : 54 : 7
Fly Away			8 : 52 : 45	8 : 53 : 16
SuperShuttle			8 : 54 : 55	8 : 55 : 13
Leas Shuttle			8 : 58 : 13	8 : 58 : 30
Hotel Shuttle			9 : 5 : 25	9 : 6 : 15
Taxicab			9 : 5 : 39	9 : 6 : 27
Private Vehicle			9 : 17 : 57	9 : 18 : 40
			9 : 20 : 48	9 : 21 : 50
			9 : 24 : 36	9 : 25 : 34
			9 : 24 : 45	9 : 25 : 23
			9 : 25 : 53	9 : 26 : 58
			9 : 35 : 45	9 : 36 : 15
			9 : 37 : 32	9 : 39 : 15
			9 : 39 : 32	9 : 41 : 30
			9 : 39 : 38	9 : 42 : 10
			9 : 42 : 40	9 : 42 : 55
			9 : 44 : 15	9 : 45 : 40
			9 : 45 : 35	9 : 46 : 50
			9 : 47 : 10	9 : 48 : 46
			9 : 49 : 50	9 : 50 : 55
			9 : 52 : 15	9 : 53 : 58
			9 : 55 : 20	9 : 58 : 30
			9 : 59 : 55	10 : 0 : 35
			10 : 0 : 43	10 : 1 : 2
			10 : 1 : 20	10 : 1 : 44
			10 : 1 : 50	10 : 3 : 2
			10 : 3 : 15	10 : 3 : 58
			10 : 5 : 2	10 : 8 : 56
			10 : 9 : 6	10 : 11 : 25
			10 : 11 : 47	10 : 12 : 53

Date: 8.8.14 Survey Form C2 Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

PM

Level: 1

Curb: Middle

	Notes ^h	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
X		10 : 10 : 14	10 : 17 : 25
X		8 : 10 : 19	10 : 21 : 24
X		23 : 10 : 22	10 : 24 : 32
X		1 : 10 : 24	10 : 25 : 8
X		17 : 10 : 26	10 : 27 : 47
X		2 : 10 : 31	10 : 36 : 55
X		6 : 10 : 37	10 : 38 : 40
X		6 : 10 : 46	10 : 47 : 50
X		2 : 10 : 47	10 : 49 : 34
X		9 : 10 : 48	10 : 51 : 45
X		1 : 10 : 49	10 : 52 : 46
X		7 : 10 : 53	10 : 55 : 15
X		16 : 10 : 57	11 : 0 : 18
X		4 : 11 : 22	11 : 27 : 53
X		4 : 11 : 28	11 : 29 : 55
X		6 : 11 : 28	11 : 30 : 5

	Notes ^h	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
X		1 : 6 : 3	6 : 5 : 6
		3 : 6 : 5	6 : 7 : 25
		1 : 6 : 7	6 : 8 : 31
		3 : 6 : 9	6 : 10 : 23
		8 : 6 : 10	6 : 11 : 22
X		2 : 6 : 12	6 : 13 : 17
		3 : 6 : 13	6 : 15 : 30
		2 : 6 : 15	6 : 17 : 55
X		9 : 6 : 18	6 : 19 : 46
X		1 : 6 : 19	6 : 20 : 23
		7 : 6 : 20	6 : 23 : 15
X		6 : 6 : 23	6 : 25 : 35
		2 : 6 : 25	6 : 26 : 22
		2 : 6 : 27	6 : 30 : 34
X		5 : 6 : 31	6 : 34 : 0
		3 : 6 : 34	6 : 35 : 39
		1 : 6 : 36	6 : 37 : 19
		1 : 6 : 37	6 : 38 : 24
		2 : 6 : 38	6 : 41 : 2
		5 : 6 : 41	6 : 45 : 42
		2 : 6 : 46	6 : 47 : 41
X		1 : 6 : 47	6 : 48 : 30
		3 : 6 : 49	6 : 50 : 7
		3 : 6 : 51	6 : 57 : 48
		1 : 6 : 54	6 : 55 : 50
X		1 : 6 : 58	6 : 57 : 18
X		1 : 6 : 58	6 : 58 : 51
X		2 : 6 : 59	6 : 59 : 43
		1 : 7 : 0	7 : 2 : 16
		1 : 7 : 2	7 : 3 : 40
		4 : 7 : 4	7 : 6 : 17
		1 : 7 : 6	7 : 7 : 48
		2 : 7 : 8	7 : 10 : 15
		2 : 7 : 10	7 : 13 : 45

Date: 8.8.14 Survey Form C2 Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

AM

Level: 2

Curb:

	Notes ^h	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
X		1 : 6 : 3	6 : 5 : 6
		3 : 6 : 5	6 : 7 : 25
		1 : 6 : 7	6 : 8 : 31
		3 : 6 : 9	6 : 10 : 23
		8 : 6 : 10	6 : 11 : 22
X		2 : 6 : 12	6 : 13 : 17
		3 : 6 : 13	6 : 15 : 30
		2 : 6 : 15	6 : 17 : 55
X		9 : 6 : 18	6 : 19 : 46
X		1 : 6 : 19	6 : 20 : 23
		7 : 6 : 20	6 : 23 : 15
X		6 : 6 : 23	6 : 25 : 35
		2 : 6 : 25	6 : 26 : 22
		2 : 6 : 27	6 : 30 : 34
X		5 : 6 : 31	6 : 34 : 0
		3 : 6 : 34	6 : 35 : 39
		1 : 6 : 36	6 : 37 : 19
		1 : 6 : 37	6 : 38 : 24
		2 : 6 : 38	6 : 41 : 2
		5 : 6 : 41	6 : 45 : 42
		2 : 6 : 46	6 : 47 : 41
X		1 : 6 : 47	6 : 48 : 30
		3 : 6 : 49	6 : 50 : 7
		3 : 6 : 51	6 : 57 : 48
		1 : 6 : 54	6 : 55 : 50
X		1 : 6 : 58	6 : 57 : 18
X		1 : 6 : 58	6 : 58 : 51
X		2 : 6 : 59	6 : 59 : 43
		1 : 7 : 0	7 : 2 : 16
		1 : 7 : 2	7 : 3 : 40
		4 : 7 : 4	7 : 6 : 17
		1 : 7 : 6	7 : 7 : 48
		2 : 7 : 8	7 : 10 : 15
		2 : 7 : 10	7 : 13 : 45

Date: 8.8.14 Survey Form C2 Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

AM

Level: 2

AM

Terminal: 7

Level: 2

Curb:

Notes ¹	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
	7 : 14 : 10	7 : 17 : 27	2
	7 : 14 : 19	7 : 17 : 40	5
	7 : 17 : 50	7 : 21 : 30	3
	7 : 21 : 40	7 : 22 : 52	3
	7 : 23 : 17	7 : 24 : 55	1
	7 : 23 : 48	7 : 24 : 58	4
	7 : 26 : 38	7 : 28 : 30	2
	7 : 29 : 23	7 : 30 : 32	5
	7 : 30 : 45	7 : 34 : 5	1
	7 : 31 : 50	7 : 33 : 57	1
	7 : 34 : 51	7 : 37 : 49	3
	7 : 38 : 0	7 : 39 : 53	1
	7 : 40 : 10	7 : 43 : 5	3
	7 : 43 : 20	7 : 47 : 50	3
	7 : 48 : 5	7 : 50 : 36	6
	7 : 48 : 38	7 : 50 : 35	6
	7 : 52 : 20	7 : 53 : 29	2
	7 : 54 : 53	7 : 56 : 30	1
	7 : 57 : 38	7 : 58 : 35	2
	7 : 58 : 40	8 : 1 : 40	2
	8 : 1 : 53	8 : 3 : 5	1
	8 : 3 : 39	8 : 5 : 30	4
	8 : 5 : 33	8 : 6 : 18	1
	8 : 6 : 25	8 : 7 : 58	6
	8 : 8 : 10	8 : 9 : 30	1
	8 : 10 : 5	8 : 13 : 22	4
	8 : 13 : 45	8 : 14 : 20	1
	8 : 14 : 10	8 : 14 : 35	1
	8 : 15 : 4	8 : 16 : 33	4
	8 : 19 : 3	8 : 19 : 42	1
	8 : 19 : 53	8 : 22 : 5	4
	8 : 22 : 12	8 : 26 : 33	2
	8 : 27 : 52	8 : 31 : 45	1

Date: 8.8.14 Survey Form C2 Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

AM

Level: 2

Curb:

Notes ¹	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)	Passengers
	8 : 28 : 40	8 : 29 : 15	5
	8 : 31 : 13	8 : 37 : 52	1
	8 : 33 : 20	8 : 34 : 7	1
	8 : 34 : 15	8 : 35 : 24	1
	8 : 37 : 3	8 : 37 : 52	3
	8 : 40 : 7	8 : 40 : 54	3
	8 : 41 : 8	8 : 42 : 40	11
	8 : 43 : 13	8 : 45 : 31	3
	8 : 43 : 38	8 : 46 : 25	1
	8 : 46 : 37	8 : 47 : 52	1
	8 : 49 : 5	8 : 51 : 32	3
	8 : 51 : 0	8 : 51 : 30	2
	8 : 52 : 5	8 : 53 : 20	1
	8 : 53 : 35	8 : 54 : 48	2
	8 : 54 : 53	8 : 57 : 6	1
	8 : 55 : 27	8 : 56 : 40	8
	8 : 57 : 25	8 : 58 : 3	1
	8 : 58 : 13	8 : 59 : 45	1
	9 : 0 : 7	9 : 3 : 48	5

Date: 8.8.14 Survey Form C2 Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: 7

AM

Level: 2

Curb: East

	Notes ¹	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			6 : 0 : 0	6 : 2 : 35
Private Parking Shuttles			3 : 6 : 4	6 : 3 : 50
Public Transportation Bus			1 : 6 : 6	6 : 6 : 0
Charter / Intercity Bus			5 : 6 : 8	6 : 6 : 55
Limousine			1 : 6 : 10	6 : 9 : 51
Fly Away			1 : 6 : 10	6 : 11 : 7
SuperShuttle			3 : 6 : 13	6 : 13 : 17
Lax Shuttle			2 : 6 : 15	6 : 14 : 35
Hotel Shuttle			1 : 6 : 16	6 : 16 : 13
Taxicab			1 : 6 : 19	6 : 18 : 36
Private Vehicle			8 : 6 : 21	6 : 20 : 49
			5 : 6 : 22	6 : 21 : 40
			3 : 6 : 24	6 : 23 : 49
			13 : 6 : 29	6 : 24 : 57
			1 : 6 : 32	6 : 31 : 58
			2 : 6 : 35	6 : 34 : 6
			4 : 6 : 36	6 : 36 : 40
			2 : 6 : 39	6 : 38 : 23
			3 : 6 : 40	6 : 40 : 7
			4 : 6 : 44	6 : 43 : 55
			9 : 6 : 46	6 : 44 : 51
			5 : 6 : 49	6 : 48 : 43
			3 : 6 : 50	6 : 50 : 6
			7 : 6 : 54	6 : 54 : 4
			6 : 6 : 55	6 : 55 : 20
			1 : 6 : 57	6 : 57 : 3
			1 : 6 : 59	6 : 58 : 53
			2 : 7 : 0	7 : 0 : 11
			1 : 7 : 2	7 : 2 : 5
			4 : 7 : 3	7 : 3 : 0
			1 : 7 : 4	7 : 4 : 15
			4 : 7 : 4	7 : 5 : 45
			1 : 7 : 6	7 : 7 : 10
			2 : 7 : 7	7 : 9 : 9

Date: 8.8.14 Survey Form C2 Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: 7

AM

Level: 2

Curb: East

	Notes ¹	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			6 : 7 : 9	7 : 10 : 12
Private Parking Shuttles			2 : 7 : 10	7 : 11 : 41
Public Transportation Bus			2 : 7 : 11	7 : 12 : 40
Charter / Intercity Bus			1 : 7 : 13	7 : 13 : 30
Limousine			8 : 7 : 13	7 : 15 : 45
Fly Away			3 : 7 : 16	7 : 18 : 26
SuperShuttle			1 : 7 : 19	7 : 20 : 2
Lax Shuttle			2 : 7 : 20	7 : 20 : 55
Hotel Shuttle			2 : 7 : 21	7 : 23 : 56
Taxicab			1 : 7 : 25	7 : 27 : 13
Private Vehicle			3 : 7 : 27	7 : 28 : 33
			1 : 7 : 29	7 : 29 : 31
			3 : 7 : 29	7 : 30 : 30
			2 : 7 : 30	7 : 31 : 15
			4 : 7 : 31	7 : 33 : 46
			4 : 7 : 34	7 : 34 : 51
			3 : 7 : 35	7 : 36 : 6
			2 : 7 : 36	7 : 37 : 29
			3 : 7 : 38	7 : 39 : 10
			6 : 7 : 39	7 : 41 : 17
			8 : 7 : 41	7 : 42 : 24
			7 : 7 : 42	7 : 43 : 20
			3 : 7 : 43	7 : 44 : 4
			4 : 7 : 44	7 : 46 : 3
			7 : 7 : 46	7 : 47 : 33
			2 : 7 : 48	7 : 50 : 13
			1 : 7 : 50	7 : 51 : 12
			3 : 7 : 51	7 : 53 : 52
			1 : 7 : 54	8 : 0 : 13
			5 : 8 : 0	8 : 1 : 15
			2 : 8 : 2	8 : 6 : 50
			5 : 8 : 7	8 : 8 : 45
			13 : 8 : 9	8 : 11 : 0
			1 : 8 : 11	8 : 13 : 32

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: 7

AM

Level: 2

Curb: East

	Notes ¹	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			8 : 13 : 59	8 : 16 : 7
Private Parking Shuttles			8 : 16 : 22	8 : 17 : 19
Public Transportation Bus			8 : 17 : 51	8 : 19 : 30
Charter / Intercity Bus			8 : 20 : 3	8 : 22 : 4
Limousine			8 : 22 : 15	8 : 23 : 3
Fly Away			8 : 23 : 20	8 : 24 : 30
SuperShuttle			8 : 24 : 45	8 : 25 : 58
Lax Shuttle			8 : 26 : 0	8 : 28 : 45
Hotel Shuttle			8 : 29 : 13	8 : 30 : 3
Taxicab			8 : 30 : 14	8 : 32 : 17
Private Vehicle			8 : 32 : 36	8 : 33 : 43
			8 : 35 : 3	8 : 35 : 40
			8 : 36 : 11	8 : 37 : 1
			8 : 37 : 15	8 : 37 : 39
			8 : 37 : 45	8 : 38 : 0
			8 : 38 : 8	8 : 38 : 39
			8 : 39 : 5	8 : 40 : 2
			8 : 41 : 46	8 : 44 : 6
			8 : 44 : 54	8 : 45 : 47
			8 : 46 : 2	8 : 47 : 0
			8 : 47 : 17	8 : 49 : 40
			8 : 50 : 3	8 : 51 : 33
			8 : 52 : 14	8 : 52 : 40
			8 : 53 : 7	8 : 54 : 12
			8 : 54 : 49	8 : 55 : 33
			8 : 57 : 1	8 : 57 : 30
			8 : 58 : 5	8 : 58 : 45
			8 : 59 : 5	9 : 1 : 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: TBIT

PM

Level: 1

Curb: Inner

	Notes ¹	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Rent a Car			8 : 39 : 50	8 : 42 : 21
Private Parking Shuttles			8 : 43 : 20	8 : 44 : 30
Public Transportation Bus			8 : 45 : 45	8 : 47 : 19
Charter / Intercity Bus			8 : 48 : 31	9 : 6 : 30
Limousine			8 : 50 : 20	9 : 29 : 15
Fly Away			8 : 55 : 48	8 : 57 : 49
SuperShuttle			9 : 3 : 13	9 : 5 : 4
Lax Shuttle			9 : 6 : 44	9 : 7 : 15
Hotel Shuttle			9 : 9 : 49	9 : 11 : 23
Taxicab			9 : 11 : 31	9 : 13 : 52
Private Vehicle			9 : 15 : 27	9 : 15 : 53
			9 : 16 : 31	9 : 17 : 3
			9 : 17 : 46	9 : 26 : 40
			9 : 23 : 9	9 : 24 : 54
			9 : 27 : 15	9 : 29 : 15
			9 : 30 : 45	9 : 32 : 59
			9 : 32 : 7	9 : 32 : 59
			9 : 35 : 51	9 : 37 : 40
			9 : 37 : 25	9 : 40 : 56
			9 : 38 : 32	9 : 45 : 16
			9 : 37 : 55	9 : 38 : 41
			9 : 40 : 37	9 : 44 : 45
			9 : 42 : 0	9 : 43 : 3
			9 : 43 : 51	- : - : -
			9 : 45 : 17	9 : 47 : 50
			9 : 46 : 9	9 : 47 : 51
			9 : 48 : 16	9 : 49 : 25
			9 : 48 : 26	9 : 50 : 9
			9 : 50 : 43	9 : 50 : 50
			9 : 51 : 17	9 : 59 : 21
			9 : 52 : 37	9 : 59 : 36
			9 : 55 : 34	9 : 56 : 27

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Andres Villanueva

Terminal: TBIT

PM

Level: 1

Curb: 1

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intercity Bus	Limousine	Fly Away	SuperShuttle	Lax Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
													6 : 8 : 37	0 : 8 : 37
							X						8 : 1 : 46	0 : 8 : 46
							X						0 : 8 : 49	0 : 8 : 49
							X						0 : 8 : 59	0 : 8 : 59
							X						2 : 9 : 8	0 : 9 : 8
							X						3 : 9 : 11	0 : 9 : 11
							X						0 : 9 : 12	0 : 9 : 12
							X						0 : 9 : 23	0 : 9 : 23
							X						0 : 9 : 24	0 : 9 : 24
							X						0 : 9 : 29	0 : 9 : 29
							X						0 : 9 : 33	0 : 9 : 33
X							X						0 : 9 : 34	0 : 9 : 34
							X						0 : 9 : 38	0 : 9 : 38
							X						0 : 9 : 42	0 : 9 : 42
X							X						27 : 9 : 45	0 : 9 : 47
X							X						39 : 9 : 46	0 : 9 : 50
X							X						1 : 9 : 53	0 : 9 : 53
X							X						2 : 9 : 54	0 : 9 : 54
X							X						4 : 9 : 57	0 : 9 : 57
X							X						0 : 10 : 2	0 : 10 : 3
X							X						0 : 10 : 4	0 : 10 : 4
X							X						6 : 10 : 8	0 : 10 : 9
X							X						3 : 10 : 20	0 : 10 : 20
X							X						7 : 10 : 24	0 : 10 : 24
X							X						8 : 10 : 27	0 : 10 : 28
							X						3 : 10 : 35	0 : 10 : 35
							X						6 : 10 : 47	0 : 10 : 47
							X						4 : 10 : 59	0 : 10 : 59

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: TBIT

AM

Level: 2

Curb: 2

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intercity Bus	Limousine	Fly Away	SuperShuttle	Lax Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
													2 : 6 : 2	19 : 6 : 4
									X				3 : 6 : 6	34 : 6 : 9
									X				1 : 6 : 9	48 : 6 : 9
									X				3 : 6 : 14	11 : 6 : 17
									X				1 : 6 : 17	32 : 6 : 17
									X				1 : 6 : 18	16 : 6 : 18
									X				1 : 6 : 19	4 : 6 : 19
									X				3 : 6 : 19	40 : 6 : 19
									X				3 : 6 : 20	11 : 6 : 20
									X				1 : 6 : 20	31 : 6 : 21
									X				2 : 6 : 21	40 : 6 : 21
									X				2 : 6 : 25	18 : 6 : 26
									X				3 : 6 : 26	32 : 6 : 27
									X				1 : 6 : 27	15 : 6 : 28
									X				1 : 6 : 31	42 : 6 : 31
									X				1 : 6 : 32	16 : 6 : 33
									X				6 : 6 : 34	33 : 6 : 34
X									X				4 : 6 : 35	11 : 6 : 35
									X				3 : 6 : 37	8 : 6 : 39
									X				6 : 6 : 40	14 : 6 : 40
									X				2 : 6 : 43	31 : 6 : 44
									X				1 : 6 : 44	33 : 6 : 45
									X				2 : 6 : 45	21 : 6 : 46
									X				2 : 6 : 47	38 : 6 : 47
									X				2 : 6 : 47	45 : 6 : 48
									X				3 : 6 : 48	31 : 6 : 49
									X				2 : 6 : 49	15 : 6 : 50
									X				4 : 6 : 50	35 : 6 : 51
									X				1 : 6 : 52	14 : 6 : 53
									X				1 : 6 : 53	6 : 6 : 54
									X				4 : 6 : 54	48 : 6 : 55
									X				1 : 6 : 55	33 : 6 : 56
X									X				2 : 7 : 0	17 : 7 : 0
									X				4 : 7 : 2	29 : 7 : 2

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

VEHICLE DWELL TIME AND OCCUPANCY SURVEY
Los Angeles International Airport

Surveyor Name: Jim Regas
Terminal: TBIT
Level: 2
Curb: 2

Surveyor Name: Jim Regas
Terminal: TBIT
Level: 2
Curb: 2

Vehicle Type	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Renta A Car			7:41:17	7:41:23
Private Parking Shuttles			7:43:08	7:44:17
Public Transportation Bus			7:44:35	7:44:53
Charter / Intercity Bus			7:45:12	7:45:27
Limousine			7:45:41	7:46:09
Fly Away			7:46:16	7:47:24
SuperShuttle			7:47:39	7:48:10
Lax Shuttle			7:48:25	7:48:49
Hotel Shuttle			7:49:19	7:50:21
Taxicab			7:50:39	7:51:40
Private Vehicle			7:51:21	7:52:24
			7:52:46	7:53:18
			7:53:46	7:54:29
			7:55:11	7:56:24
			7:56:05	7:59:20
			7:57:19	8:00:36
			7:57:41	8:00:19
			8:00:27	8:00:40
			8:01:21	8:01:54
			8:02:08	8:02:24
			8:03:36	8:03:27
			8:03:17	8:03:29
			8:04:27	8:04:51
			8:06:19	8:07:16
			8:08:33	8:09:06
			8:10:39	8:10:56
			8:11:01	8:11:39
			8:11:27	8:11:52
			8:12:21	8:12:34
			8:14:46	8:15:39
			8:15:46	8:16:22
			8:17:51	8:20:45
			8:19:21	8:20:32
			8:20:17	8:20:52

Vehicle Type	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
Renta A Car			7:02:37	7:02:47
Private Parking Shuttles			7:03:19	7:05:42
Public Transportation Bus			7:05:32	7:05:56
Charter / Intercity Bus			7:06:08	7:06:32
Limousine			7:07:18	7:08:27
Fly Away			7:08:09	7:09:22
SuperShuttle			7:09:37	7:10:19
Lax Shuttle			7:10:21	7:10:33
Hotel Shuttle			7:10:47	7:11:18
Taxicab			7:13:28	7:14:45
Private Vehicle			7:15:17	7:15:36
			7:15:41	7:16:19
			7:16:37	7:17:20
			7:17:33	7:17:44
			7:18:12	7:19:27
			7:20:14	7:22:44
			7:23:17	7:23:45
			7:23:36	7:24:19
			7:24:26	7:25:11
			7:25:40	7:26:55
			7:26:17	7:26:43
			7:27:12	7:27:44
			7:28:31	7:28:36
			7:29:10	7:29:49
			7:29:13	7:30:36
			7:30:21	7:32:58
			7:33:10	7:35:37
			7:35:44	7:36:27
			7:36:40	7:36:59
			7:36:56	7:37:27
			7:37:16	7:37:27
			7:37:43	7:38:15
			7:38:27	7:38:54
			7:39:11	7:40:21

N.3

LAX Travel Times



Node #	Node Length	Node Names	Travel Time	# of Stops	Avg Speed	Total Delay	Time <=		J
							0 MPH	35 MPH	
1	0	Century Blvd	19.4	0.0	31.6	3.5	0.0	12.2	19.4
2	901	LAX Entrance	996.2	20.8	5.8	853.8	263.9	984.1	996.2
3	8457	LAX Exit	48.1	0.1	31.2	10.6	0.4	31.7	47.6
4	2203	Avion Dr	1065.7	20.9	7.4	867.9	264.2	1028.0	1065.3
7	Total	11561							

Node	Length	Node Names	Travel Time	# of Stops	Average Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	J
1	0	Century Blvd	19.4	0.0	31.6	3.5	0.0	12.2	19.4
2	901	LAX Entrance	996.2	20.8	5.8	853.8	263.9	984.1	996.2
3	8457	LAX Exit	48.1	0.1	31.2	10.6	0.4	31.7	47.6
4	2203	Avion Dr	1065.7	20.9	7.4	867.9	264.2	1028.0	1065.3
7	Total	11561							

NDS
14-5504 Arrival
WB PM

PC-Travel Reports for study: 14-5504 Arrival WB PM

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14-5504 Arrival
WB PM

Study Summary
Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/After	Run Type
14-5504 Arrivals-WB-001	08/08/14	20:32	11629	Before	Primary
14-5504 Arrivals-WB-002	08/08/14	21:01	11739	Before	Primary
14-5504 Arrivals-WB-003	08/08/14	21:19	11413	Before	Primary
14-5504 Arrivals-WB-004	08/08/14	21:37	11458	Before	Primary
14-5504 Arrivals-WB-005	08/08/14	22:04	11581	Before	Primary
14-5504 Arrivals-WB-006	08/08/14	22:17	11602	Before	Primary
14-5504 Arrivals-WB-007	08/08/14	22:40	11634	Before	Primary
14-5504 Arrivals-WB-008	08/08/14	23:00	11567	Before	Primary
14-5504 Arrivals-WB-009	08/08/14	23:16	11555	Before	Primary
14-5504 Arrivals-WB-010	08/08/14	20:35	11565	Before	Primary
14-5504 Arrivals-WB-011	08/08/14	21:19	11422	Before	Primary
14-5504 Arrivals-WB-012	08/08/14	22:08	11720	Before	Primary
14-5504 Arrivals-WB-013	08/08/14	22:25	11450	Before	Primary
14-5504 Arrivals-WB-014	08/08/14	22:49	11629	Before	Primary

Notes:

Length of Study Route = 11,561 feet

Node Info

#	Len	Name
1	0	Century Blvd
2	901	LAX Entrance
3	8457	LAX Exit
4	2203	Avion Dr

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14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
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Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Century Blvd	19.4	0.0	31.6	3.5	0.0	12.2	19.4
2	901	LAX Entrance	998.2	20.8	5.8	863.8	263.9	964.1	998.2
3	8457	LAX Exit	48.1	0.1	31.2	10.6	0.4	31.7	47.6
4	2203	Avion Dr							
Total	11,561		1065.7	20.9	7.4	867.9	264.2	1028.0	1065.3

Stats based on 14 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

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14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
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Detailed Statistics By Run

Travel Time (sec) by Section										
Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd	19	20	19	20	17	21	20	19
2	901	LAX Entrance	1,031	920	941	1,028	668	1,138	1,007	806
3	8457	LAX Exit	47	54	52	63	43	44	52	41
4	2203	Avion Dr								
Totals	11561		1,097	994	1,012	1,111	728	1,203	1,079	866

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14-5504 Arrival
WB PM

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Detailed Statistics By Run

Number of Stops by Section

14-5504 Arrival-WB-101 14-5504 Arrival-WB-102 14-5504 Arrival-WB-103 14-5504 Arrival-WB-104 14-5504 Arrival-WB-105 14-5504 Arrival-WB-106 14-5504 Arrival-WB-107 14-5504 Arrival-WB-108 14-5504 Arrival-WB-109 14-5504 Arrival-WB-110 14-5504 Arrival-WB-111 14-5504 Arrival-WB-112 14-5504 Arrival-WB-113 14-5504 Arrival-WB-114 14-5504 Arrival-WB-115 14-5504 Arrival-WB-116 14-5504 Arrival-WB-117 14-5504 Arrival-WB-118 14-5504 Arrival-WB-119 14-5504 Arrival-WB-120 14-5504 Arrival-WB-121 14-5504 Arrival-WB-122 14-5504 Arrival-WB-123 14-5504 Arrival-WB-124 14-5504 Arrival-WB-125 14-5504 Arrival-WB-126 14-5504 Arrival-WB-127 14-5504 Arrival-WB-128 14-5504 Arrival-WB-129 14-5504 Arrival-WB-130 14-5504 Arrival-WB-131 14-5504 Arrival-WB-132 14-5504 Arrival-WB-133 14-5504 Arrival-WB-134 14-5504 Arrival-WB-135 14-5504 Arrival-WB-136 14-5504 Arrival-WB-137 14-5504 Arrival-WB-138 14-5504 Arrival-WB-139 14-5504 Arrival-WB-140 14-5504 Arrival-WB-141 14-5504 Arrival-WB-142 14-5504 Arrival-WB-143 14-5504 Arrival-WB-144 14-5504 Arrival-WB-145 14-5504 Arrival-WB-146 14-5504 Arrival-WB-147 14-5504 Arrival-WB-148 14-5504 Arrival-WB-149 14-5504 Arrival-WB-150 14-5504 Arrival-WB-151 14-5504 Arrival-WB-152 14-5504 Arrival-WB-153 14-5504 Arrival-WB-154 14-5504 Arrival-WB-155 14-5504 Arrival-WB-156 14-5504 Arrival-WB-157 14-5504 Arrival-WB-158 14-5504 Arrival-WB-159 14-5504 Arrival-WB-160 14-5504 Arrival-WB-161 14-5504 Arrival-WB-162 14-5504 Arrival-WB-163 14-5504 Arrival-WB-164 14-5504 Arrival-WB-165 14-5504 Arrival-WB-166 14-5504 Arrival-WB-167 14-5504 Arrival-WB-168 14-5504 Arrival-WB-169 14-5504 Arrival-WB-170 14-5504 Arrival-WB-171 14-5504 Arrival-WB-172 14-5504 Arrival-WB-173 14-5504 Arrival-WB-174 14-5504 Arrival-WB-175 14-5504 Arrival-WB-176 14-5504 Arrival-WB-177 14-5504 Arrival-WB-178 14-5504 Arrival-WB-179 14-5504 Arrival-WB-180 14-5504 Arrival-WB-181 14-5504 Arrival-WB-182 14-5504 Arrival-WB-183 14-5504 Arrival-WB-184 14-5504 Arrival-WB-185 14-5504 Arrival-WB-186 14-5504 Arrival-WB-187 14-5504 Arrival-WB-188 14-5504 Arrival-WB-189 14-5504 Arrival-WB-190 14-5504 Arrival-WB-191 14-5504 Arrival-WB-192 14-5504 Arrival-WB-193 14-5504 Arrival-WB-194 14-5504 Arrival-WB-195 14-5504 Arrival-WB-196 14-5504 Arrival-WB-197 14-5504 Arrival-WB-198 14-5504 Arrival-WB-199 14-5504 Arrival-WB-200

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14
1	0	Century Blvd	0	0	0	0	0	0
2	901	LAX Entrance	10	30	30	19	25	26
3	8457	LAX Exit	0	0	0	0	0	0
4	2203	Avion Dr	0	0	0	0	0	0
Totals	11561		10	30	30	19	25	26

Stops based on a Stop Speed of 5 MPH.

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14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
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Detailed Statistics By Run

Average Speed (MPH) by Section

14-5504 Arrival-WB-101 14-5504 Arrival-WB-102 14-5504 Arrival-WB-103 14-5504 Arrival-WB-104 14-5504 Arrival-WB-105 14-5504 Arrival-WB-106 14-5504 Arrival-WB-107 14-5504 Arrival-WB-108 14-5504 Arrival-WB-109 14-5504 Arrival-WB-110 14-5504 Arrival-WB-111 14-5504 Arrival-WB-112 14-5504 Arrival-WB-113 14-5504 Arrival-WB-114 14-5504 Arrival-WB-115 14-5504 Arrival-WB-116 14-5504 Arrival-WB-117 14-5504 Arrival-WB-118 14-5504 Arrival-WB-119 14-5504 Arrival-WB-120 14-5504 Arrival-WB-121 14-5504 Arrival-WB-122 14-5504 Arrival-WB-123 14-5504 Arrival-WB-124 14-5504 Arrival-WB-125 14-5504 Arrival-WB-126 14-5504 Arrival-WB-127 14-5504 Arrival-WB-128 14-5504 Arrival-WB-129 14-5504 Arrival-WB-130 14-5504 Arrival-WB-131 14-5504 Arrival-WB-132 14-5504 Arrival-WB-133 14-5504 Arrival-WB-134 14-5504 Arrival-WB-135 14-5504 Arrival-WB-136 14-5504 Arrival-WB-137 14-5504 Arrival-WB-138 14-5504 Arrival-WB-139 14-5504 Arrival-WB-140 14-5504 Arrival-WB-141 14-5504 Arrival-WB-142 14-5504 Arrival-WB-143 14-5504 Arrival-WB-144 14-5504 Arrival-WB-145 14-5504 Arrival-WB-146 14-5504 Arrival-WB-147 14-5504 Arrival-WB-148 14-5504 Arrival-WB-149 14-5504 Arrival-WB-150 14-5504 Arrival-WB-151 14-5504 Arrival-WB-152 14-5504 Arrival-WB-153 14-5504 Arrival-WB-154 14-5504 Arrival-WB-155 14-5504 Arrival-WB-156 14-5504 Arrival-WB-157 14-5504 Arrival-WB-158 14-5504 Arrival-WB-159 14-5504 Arrival-WB-160 14-5504 Arrival-WB-161 14-5504 Arrival-WB-162 14-5504 Arrival-WB-163 14-5504 Arrival-WB-164 14-5504 Arrival-WB-165 14-5504 Arrival-WB-166 14-5504 Arrival-WB-167 14-5504 Arrival-WB-168 14-5504 Arrival-WB-169 14-5504 Arrival-WB-170 14-5504 Arrival-WB-171 14-5504 Arrival-WB-172 14-5504 Arrival-WB-173 14-5504 Arrival-WB-174 14-5504 Arrival-WB-175 14-5504 Arrival-WB-176 14-5504 Arrival-WB-177 14-5504 Arrival-WB-178 14-5504 Arrival-WB-179 14-5504 Arrival-WB-180 14-5504 Arrival-WB-181 14-5504 Arrival-WB-182 14-5504 Arrival-WB-183 14-5504 Arrival-WB-184 14-5504 Arrival-WB-185 14-5504 Arrival-WB-186 14-5504 Arrival-WB-187 14-5504 Arrival-WB-188 14-5504 Arrival-WB-189 14-5504 Arrival-WB-190 14-5504 Arrival-WB-191 14-5504 Arrival-WB-192 14-5504 Arrival-WB-193 14-5504 Arrival-WB-194 14-5504 Arrival-WB-195 14-5504 Arrival-WB-196 14-5504 Arrival-WB-197 14-5504 Arrival-WB-198 14-5504 Arrival-WB-199 14-5504 Arrival-WB-200

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd	33.8	31.2	34.4	31.7	36.8	30.4	30.9	33.4
2	901	LAX Entrance	5.6	6.3	6.1	5.6	8.7	5.1	5.7	7.2
3	8457	LAX Exit	31.7	27.8	27.3	22.9	34.9	34.7	28.7	36.1
4	2203	Avion Dr	7.2	7.9	7.7	7.0	10.9	6.6	7.3	9.1
Totals	11561									

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14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
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Detailed Statistics By Run

Average Speed (MPH) by Section

14-5504 Arrival-WB-101 0
14-5504 Arrival-WB-101 1
14-5504 Arrival-WB-101 2
14-5504 Arrival-WB-101 3
14-5504 Arrival-WB-101 4

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14
1	0	Century Blvd	29.7	30.1	33.2	32.4	35.3	35.4
2	901	LAX Entrance	7.4	4.5	5.5	6.5	4.4	5.0
3	8457	LAX Exit	33.1	35.7	31.7	33.1	35.9	25.5
4	2203	Avion Dr	9.3	5.9	7.0	8.3	5.7	6.4
Totals	11561							

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14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
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Detailed Statistics By Run

Total Delay (sec) by Section

14-5504 Arrival-WB-100 1
14-5504 Arrival-WB-100 2
14-5504 Arrival-WB-100 3
14-5504 Arrival-WB-100 4
14-5504 Arrival-WB-100 5
14-5504 Arrival-WB-100 6
14-5504 Arrival-WB-100 7
14-5504 Arrival-WB-100 8
14-5504 Arrival-WB-100 9
14-5504 Arrival-WB-100 10

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd	3	4	3	4	1	5	5	3
2	901	LAX Entrance	886	776	797	883	524	994	862	661
3	8457	LAX Exit	9	16	16	27	5	6	14	3
4	2203	Avion Dr	898	796	816	914	530	1,005	881	667
Totals	11561									

Total Delay based on a Normal Speed of 40 MPH.

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14-5504 Arrival
WB PM

[DRAFT]

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Detailed Statistics By Run

Time <= 0 MPH by Section

14-5504 Arrival-NB-101 1
14-5504 Arrival-NB-101 0
14-5504 Arrival-NB-101 1
14-5504 Arrival-NB-101 3
14-5504 Arrival-NB-101 2
14-5504 Arrival-NB-101 3
14-5504 Arrival-NB-101 4

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14
1	0	Century Blvd						
2	901	LAX Entrance	0	0	0	0	0	0
3	8457	LAX Exit	81	502	283	308	442	445
4	2203	Avion Dr	0	0	0	0	0	0
Totals	11561		81	502	283	308	442	445

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14-5504 Arrival
WB PM

[DRAFT]

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Detailed Statistics By Run

Time <= 35 MPH by Section

14-5504 Arrival-NB-100 1
14-5504 Arrival-NB-100 2
14-5504 Arrival-NB-100 3
14-5504 Arrival-NB-100 4
14-5504 Arrival-NB-100 5
14-5504 Arrival-NB-100 6
14-5504 Arrival-NB-100 7
14-5504 Arrival-NB-100 8
14-5504 Arrival-NB-100 9
14-5504 Arrival-NB-100 10
14-5504 Arrival-NB-100 11
14-5504 Arrival-NB-100 12
14-5504 Arrival-NB-100 13
14-5504 Arrival-NB-100 14

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	901	LAX Entrance	10	11	6	20	6	21	18	7
3	8457	LAX Exit	1,020	897	924	1,013	647	1,136	987	788
4	2203	Avion Dr	27	42	48	41	16	14	51	23
Totals	11561		1,057	950	978	1,074	669	1,171	1,056	818

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14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
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Detailed Statistics By Run

Time <= 35 MPH by Section

14-5504 Arrival-WB-101 1
14-5504 Arrival-WB-101 0
14-5504 Arrival-WB-101 1
14-5504 Arrival-WB-101 3
14-5504 Arrival-WB-101 2
14-5504 Arrival-WB-101 3
14-5504 Arrival-WB-101 4

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14
1	0	Century Blvd						
2	901	LAX Entrance	20	20	7	13	7	5
3	8457	LAX Exit	774	1,269	1,023	871	1,289	1,139
4	2203	Avion Dr	24	10	41	32	16	59
Totals	11561		818	1,299	1,071	916	1,312	1,203

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14-5504 Arrival
WB PM

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Detailed Statistics By Run

Time <= 55 MPH by Section

14-5504 Arrival-WB-100 1
14-5504 Arrival-WB-100 0
14-5504 Arrival-WB-100 3
14-5504 Arrival-WB-100 4
14-5504 Arrival-WB-100 5
14-5504 Arrival-WB-100 6
14-5504 Arrival-WB-100 7
14-5504 Arrival-WB-100 8
14-5504 Arrival-WB-100 9
14-5504 Arrival-WB-100 10
14-5504 Arrival-WB-100 11
14-5504 Arrival-WB-100 12
14-5504 Arrival-WB-100 13
14-5504 Arrival-WB-100 14
14-5504 Arrival-WB-100 15

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	901	LAX Entrance	19	20	19	20	17	21	20	19
3	8457	LAX Exit	1,031	920	941	1,028	668	1,138	1,007	806
4	2203	Avion Dr	47	54	51	62	43	44	51	41
Totals	11561		1,097	994	1,011	1,110	728	1,203	1,078	866

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14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
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Detailed Statistics By Run

Time <= 55 MPH by Section

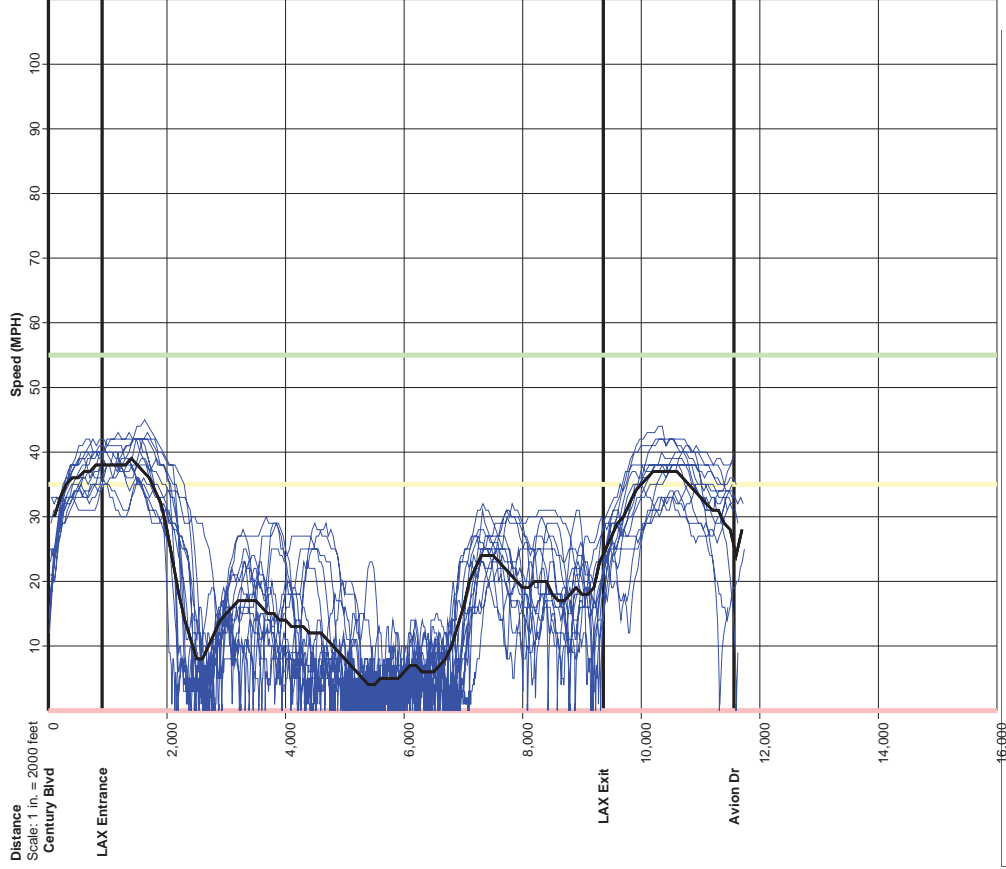
14-5504 Arrival-NB-101 0
14-5504 Arrival-NB-101 1
14-5504 Arrival-NB-101 2
14-5504 Arrival-NB-101 3
14-5504 Arrival-NB-101 4
14-5504 Arrival-NB-101 5
14-5504 Arrival-NB-101 6
14-5504 Arrival-NB-101 7
14-5504 Arrival-NB-101 8
14-5504 Arrival-NB-101 9
14-5504 Arrival-NB-101 10
14-5504 Arrival-NB-101 11
14-5504 Arrival-NB-101 12
14-5504 Arrival-NB-101 13
14-5504 Arrival-NB-101 14

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14
1	0	Century Blvd						
2	901	LAX Entrance	21	21	19	20	18	18
3	8457	LAX Exit	779	1,278	1,041	885	1,299	1,154
4	2203	Avion Dr	45	42	44	45	39	59
Totals	11561		845	1,341	1,104	950	1,356	1,231

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14-5504 Arrival
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Speed/Distance Profiles of All Runs

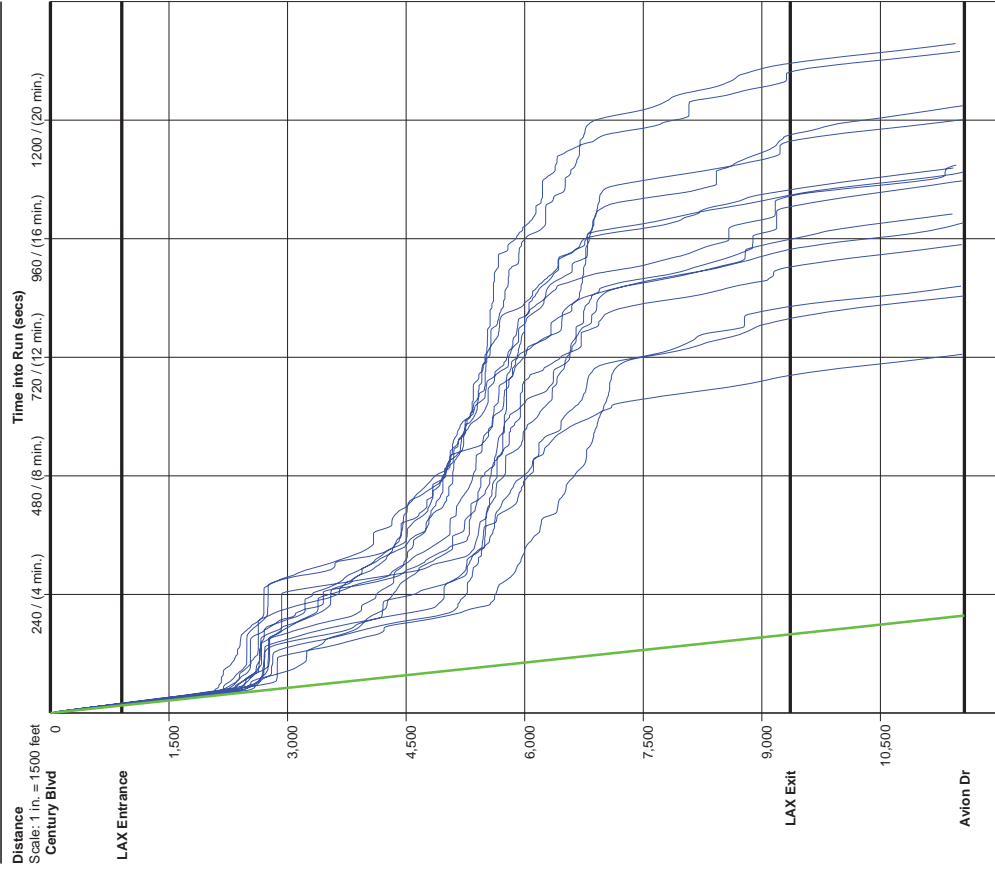


NDS

14-5504 Arrival
WB PM

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Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 40 MPH

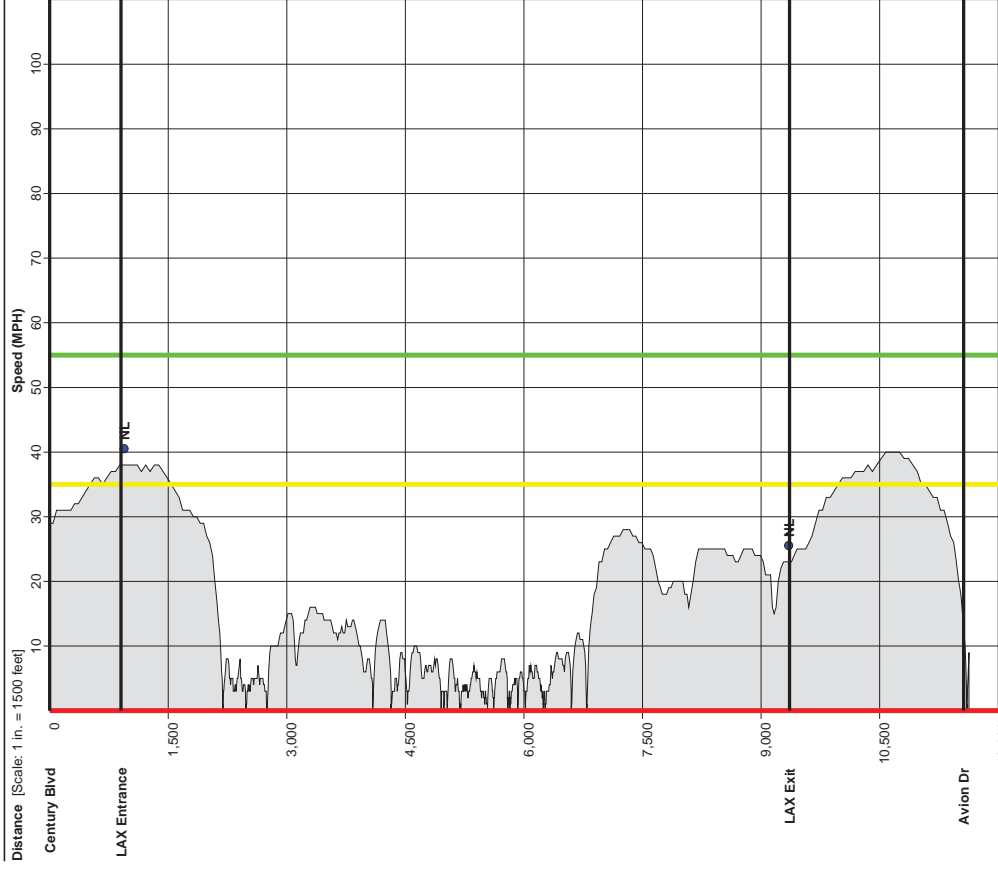
NDS

14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
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Speed Profile

Run : 14-5504 Arrivals-WB-001 Start Time: 20:32 (This is a Before Run)



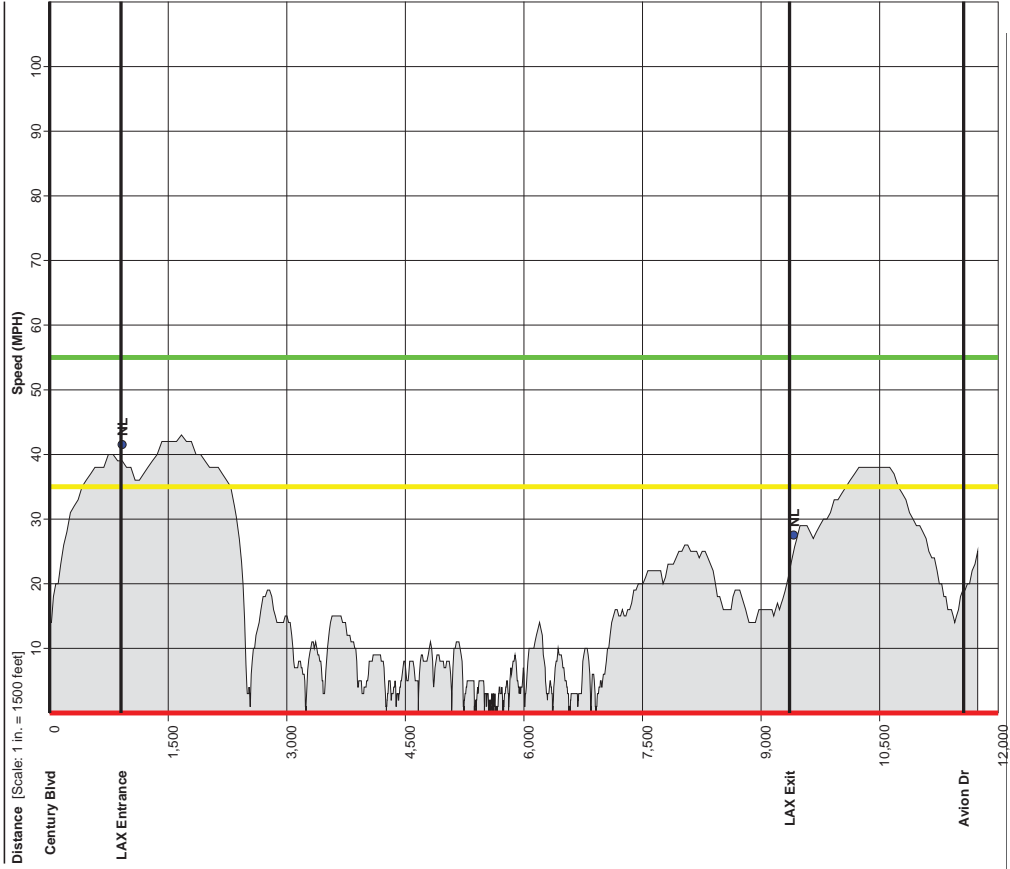
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
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Speed Profile

Run : 14-5504 Arrivals-WB-002 Start Time: 21:01 (This is a Before Run)



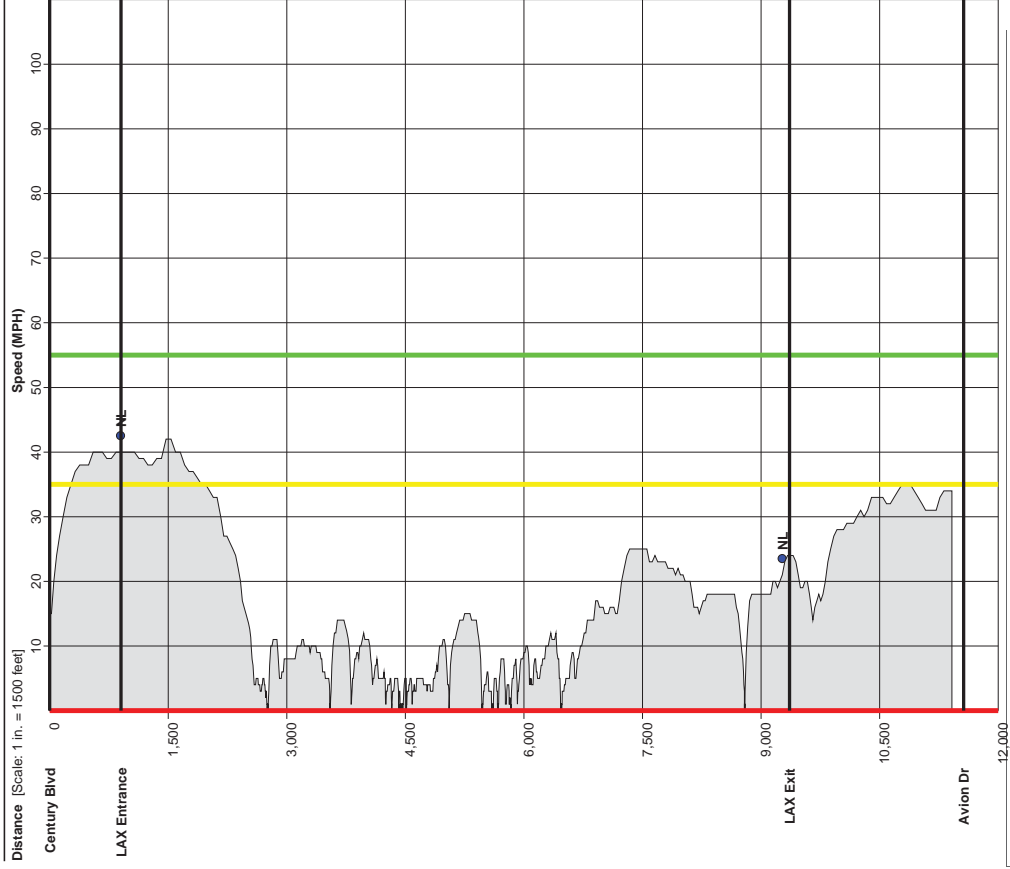
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
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Speed Profile

Run : 14-5504 Arrivals-WB-003 Start Time: 21:19 (This is a Before Run)



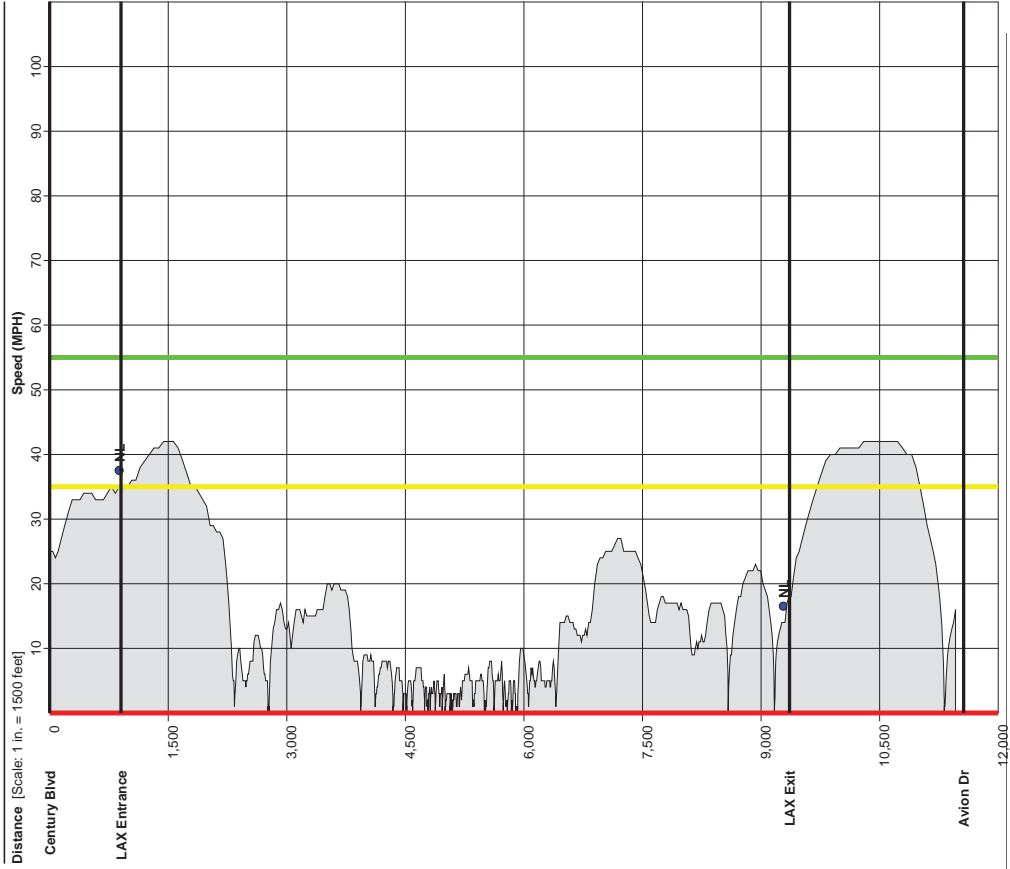
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 23

Speed Profile

Run : 14-5504 Arrivals-WB-004 Start Time: 21:37 (This is a Before Run)



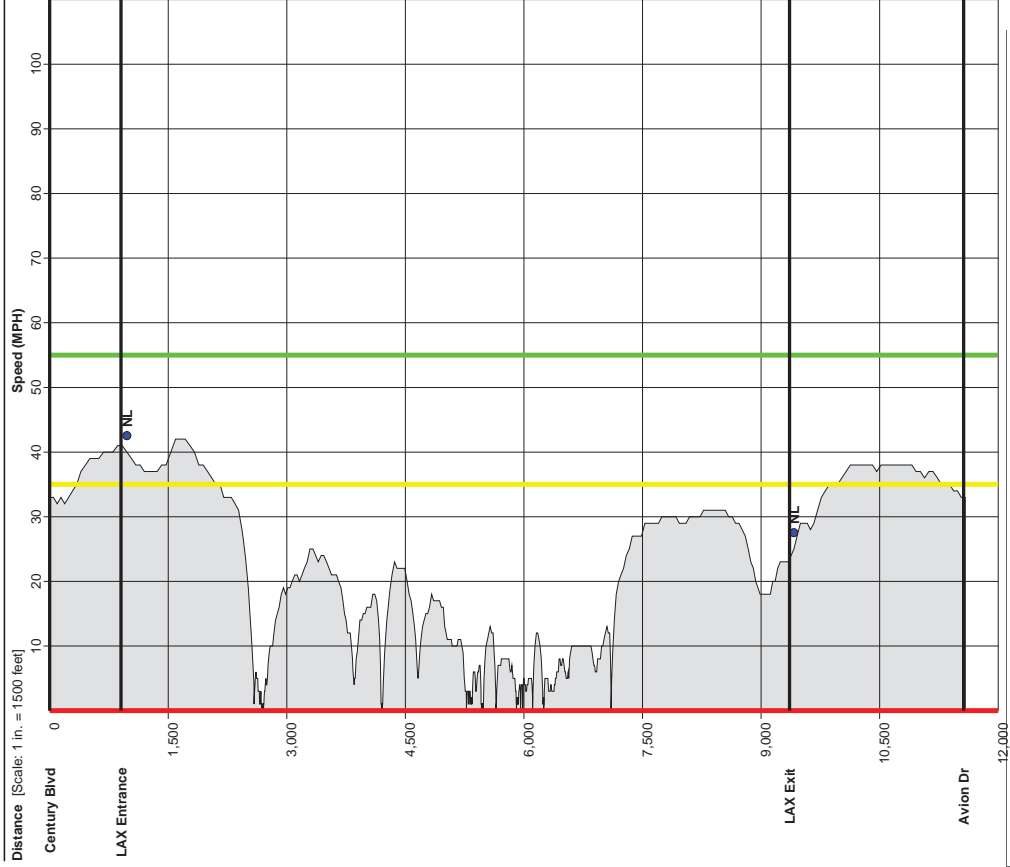
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 24

Speed Profile

Run : 14-5504 Arrivals-WB-005 Start Time: 22:04 (This is a Before Run)



NDS

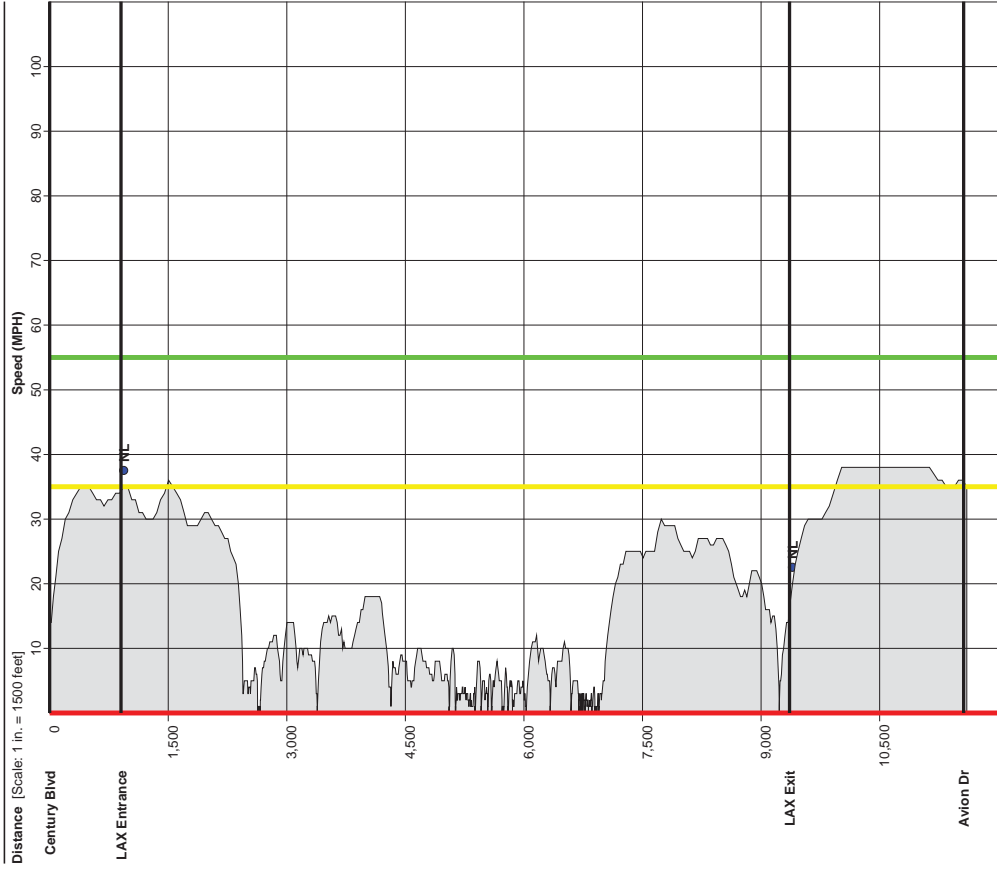
**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 25

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 26

Speed Profile

Run : 14-5504 Arrivals-WB-006 Start Time: 22:17 (This is a Before Run)



NDS

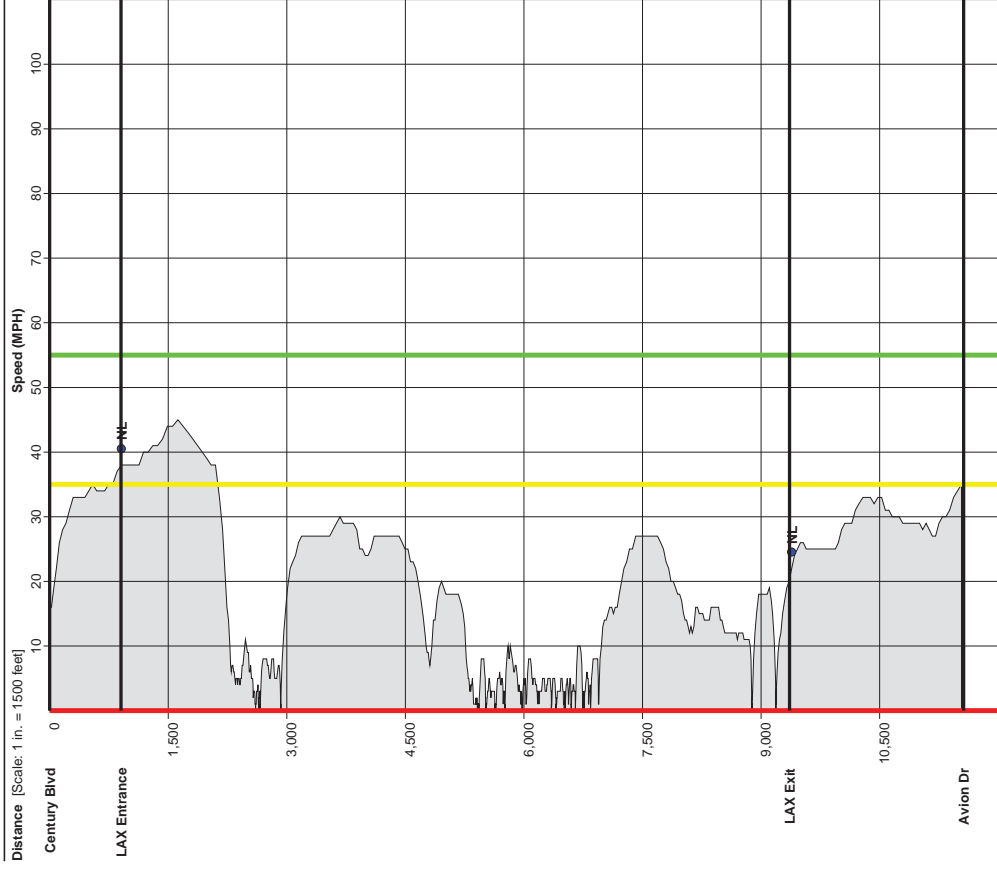
**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 25

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 26

Speed Profile

Run : 14-5504 Arrivals-WB-007 Start Time: 22:40 (This is a Before Run)



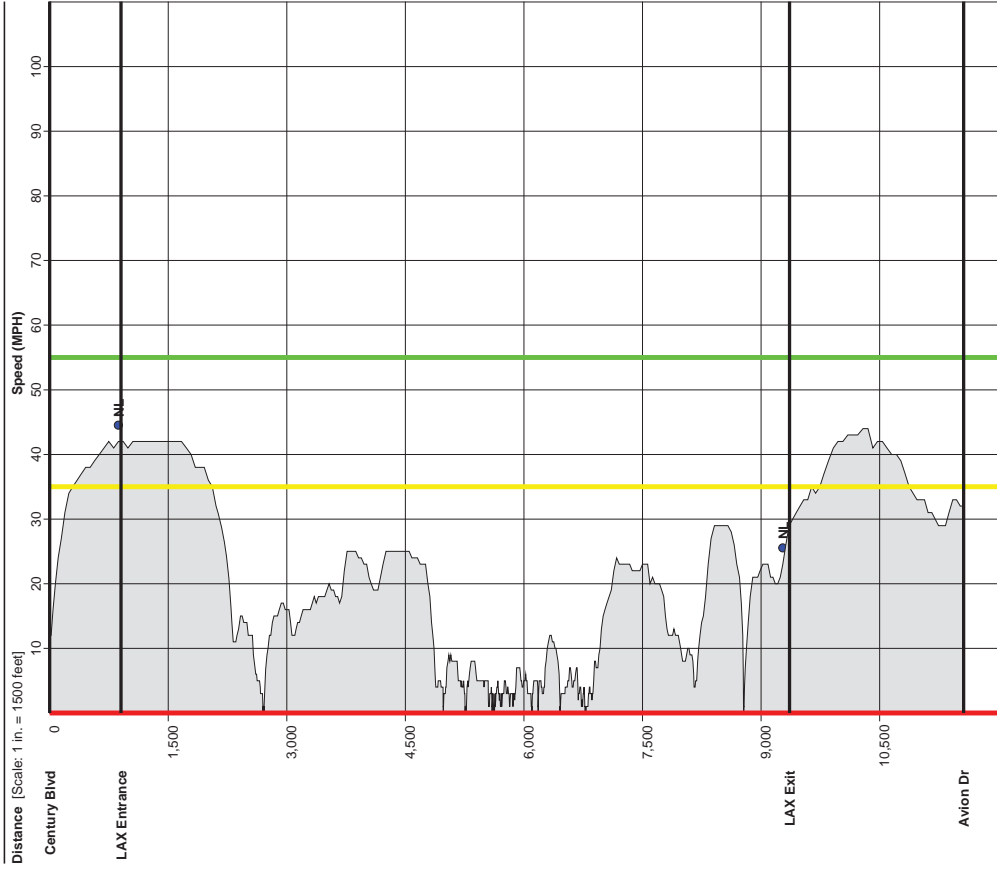
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 27

Speed Profile

Run : 14-5504 Arrivals-WB-008 Start Time: 23:00 (This is a Before Run)



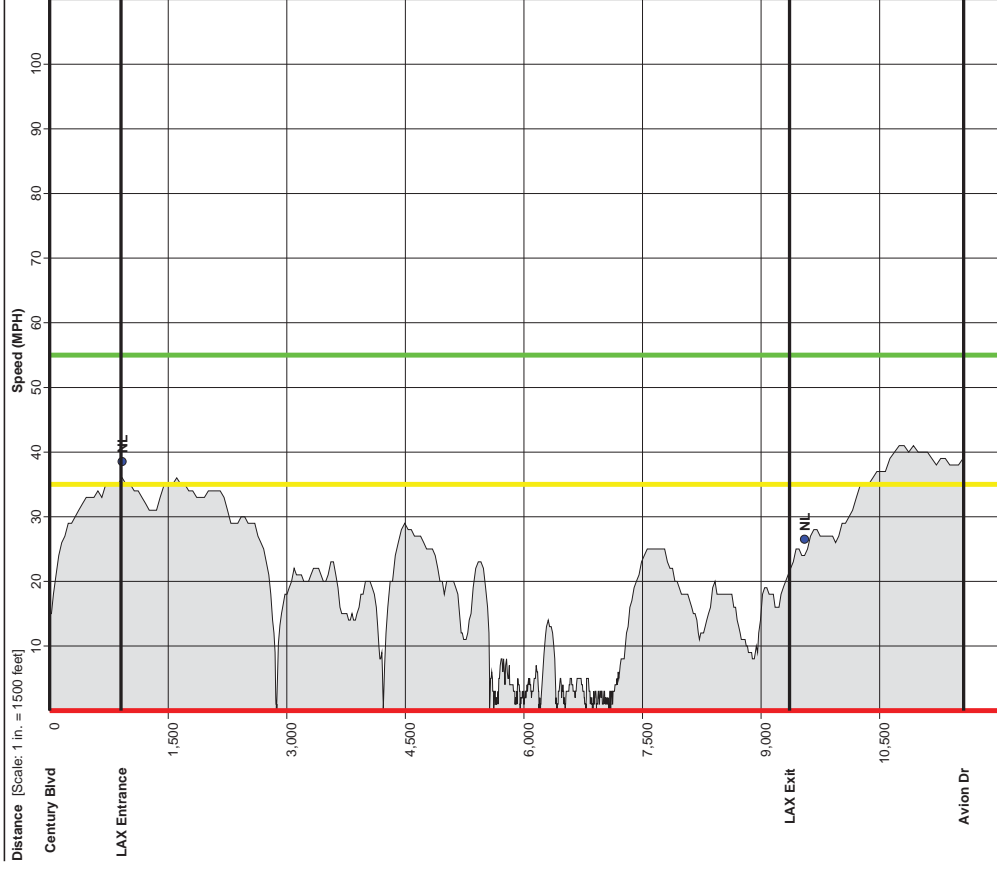
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 28

Speed Profile

Run : 14-5504 Arrivals-WB-009 Start Time: 23:16 (This is a Before Run)



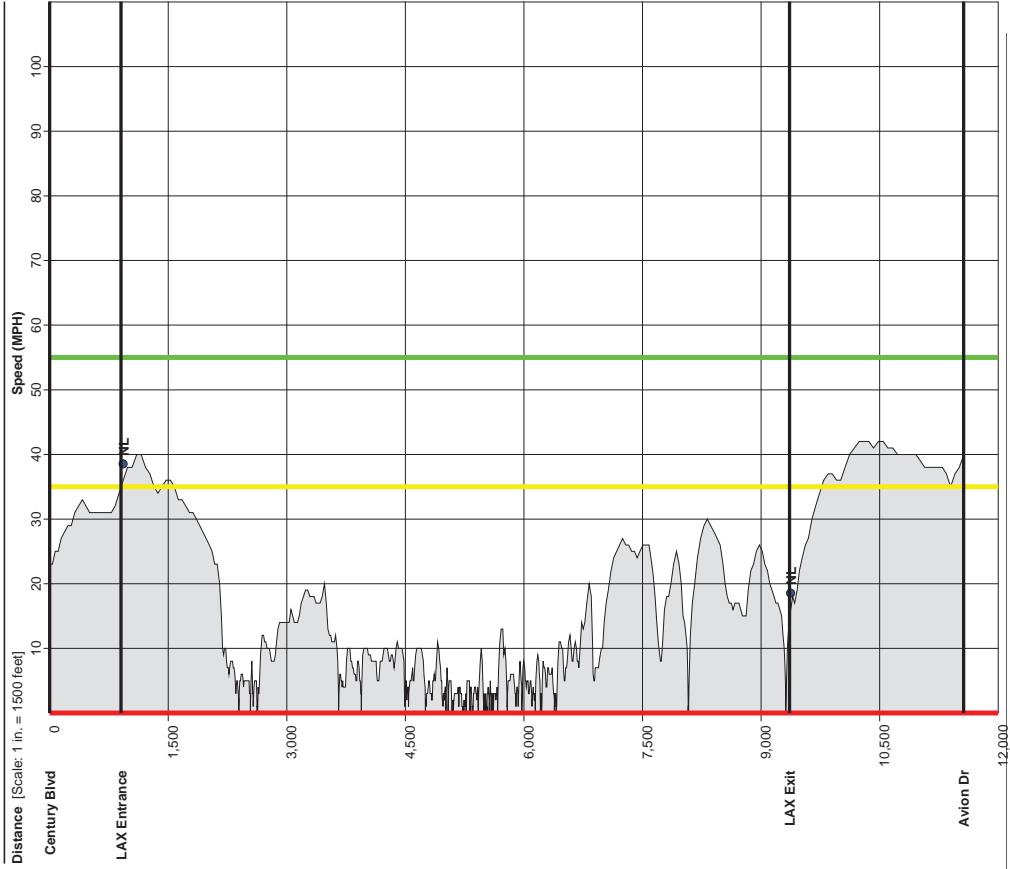
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 29

Speed Profile

Run : 14-5504 Arrivals-WB-010 Start Time: 20:35 (This is a Before Run)



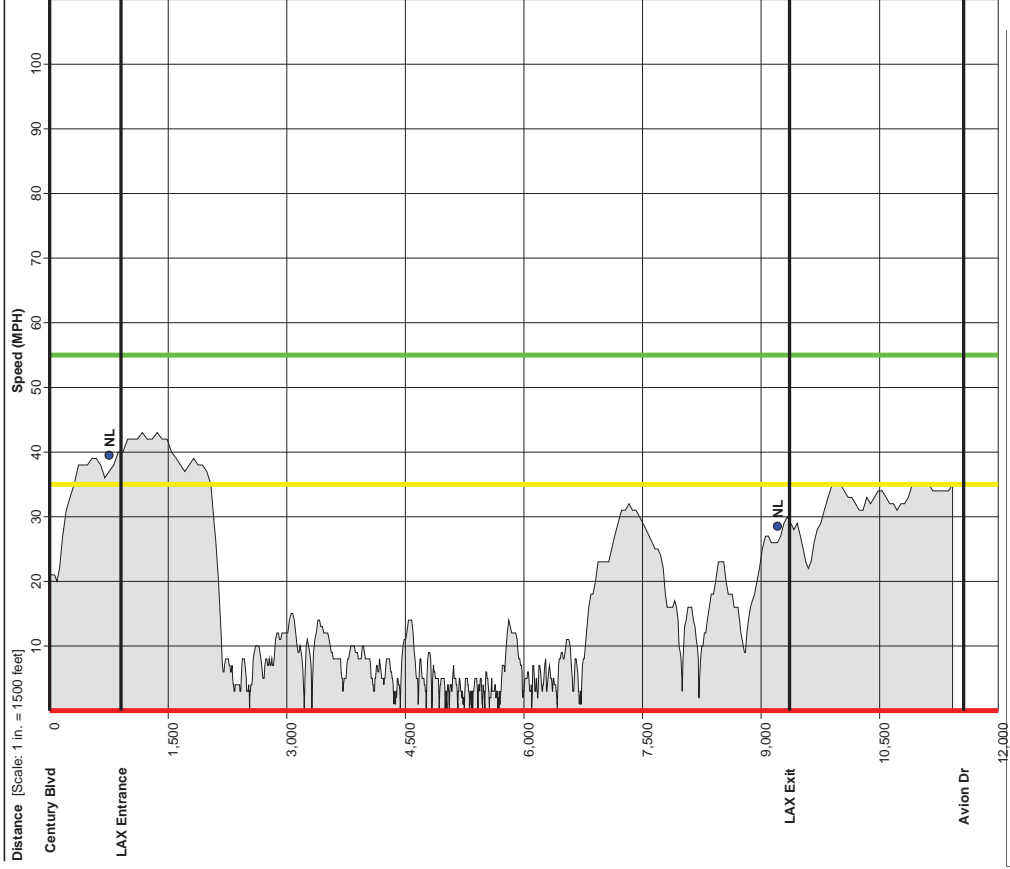
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 30

Speed Profile

Run : 14-5504 Arrivals-WB-011 Start Time: 21:19 (This is a Before Run)



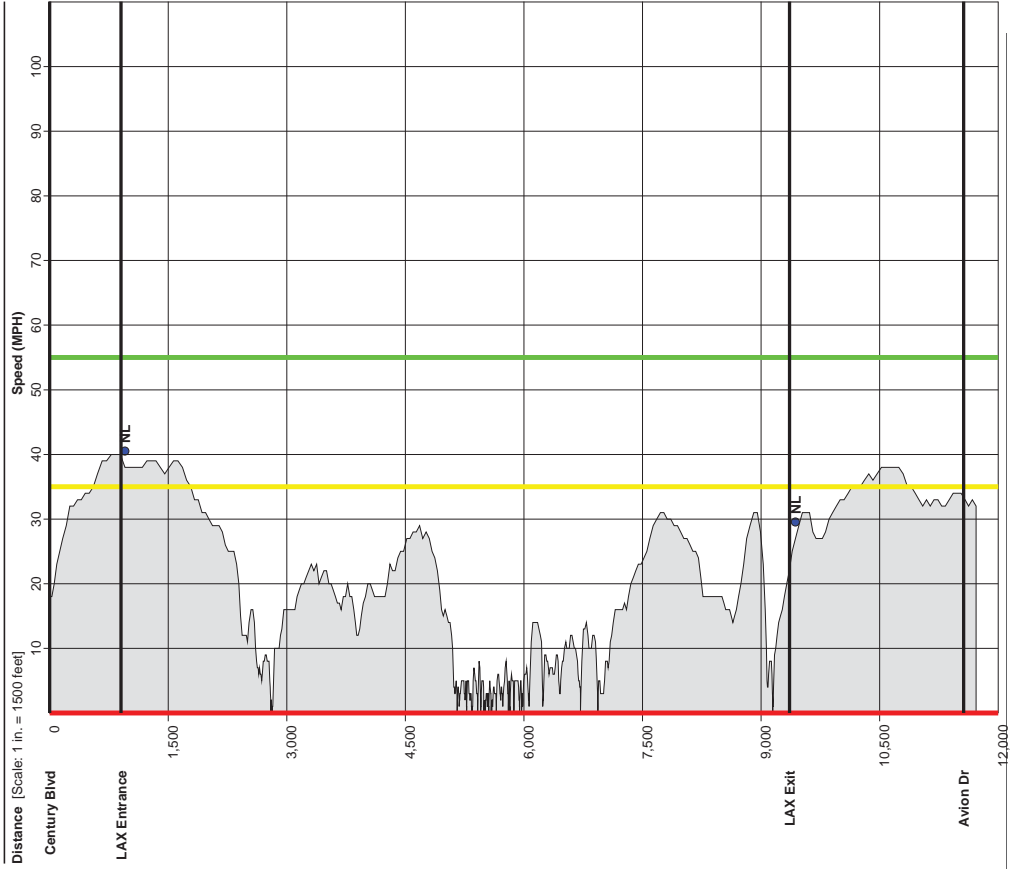
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 31

Speed Profile

Run : 14-5504 Arrivals-WB-012 Start Time: 22:08 (This is a Before Run)



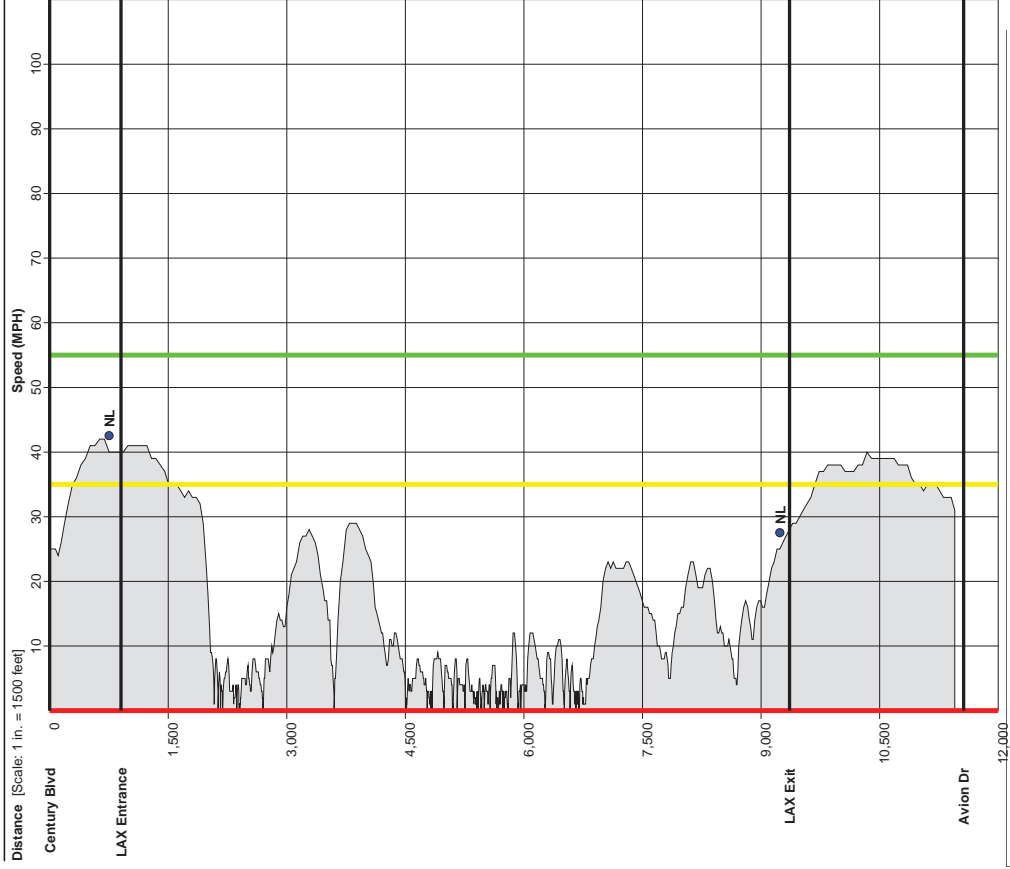
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 32

Speed Profile

Run : 14-5504 Arrivals-WB-013 Start Time: 22:25 (This is a Before Run)



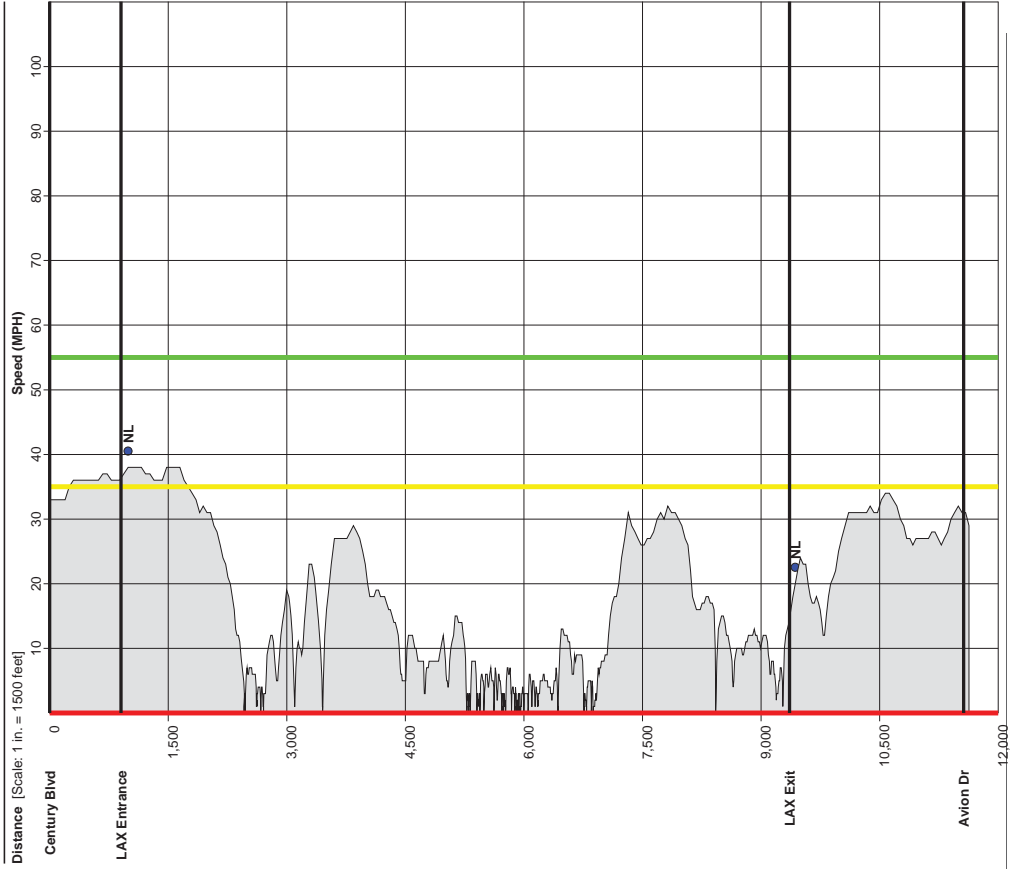
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 33

Speed Profile

Run : 14-5504 Arrivals-WB-014 Start Time: 22:49 (This is a Before Run)



NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 34

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-001 Start Time: 20:32 (This is a Before Run)



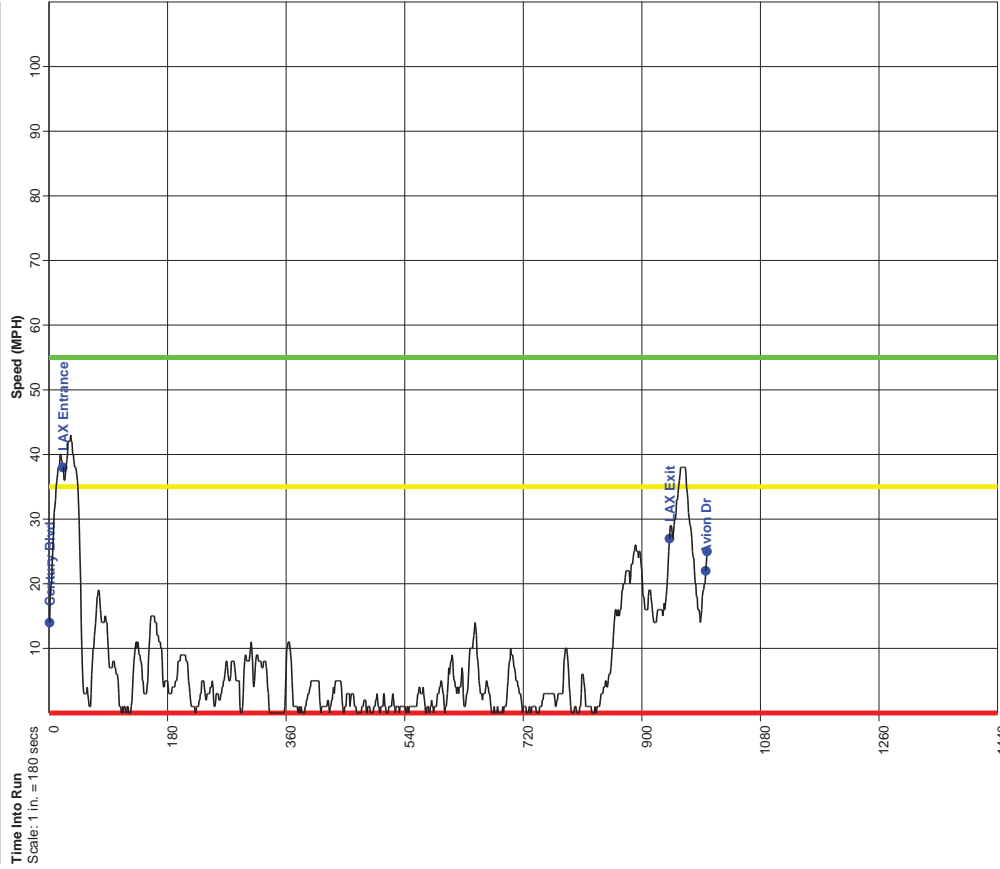
NDS

14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 35

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-002 Start Time:21:01 (This is a Before Run)



NDS

14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 36

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-003 Start Time:21:19 (This is a Before Run)



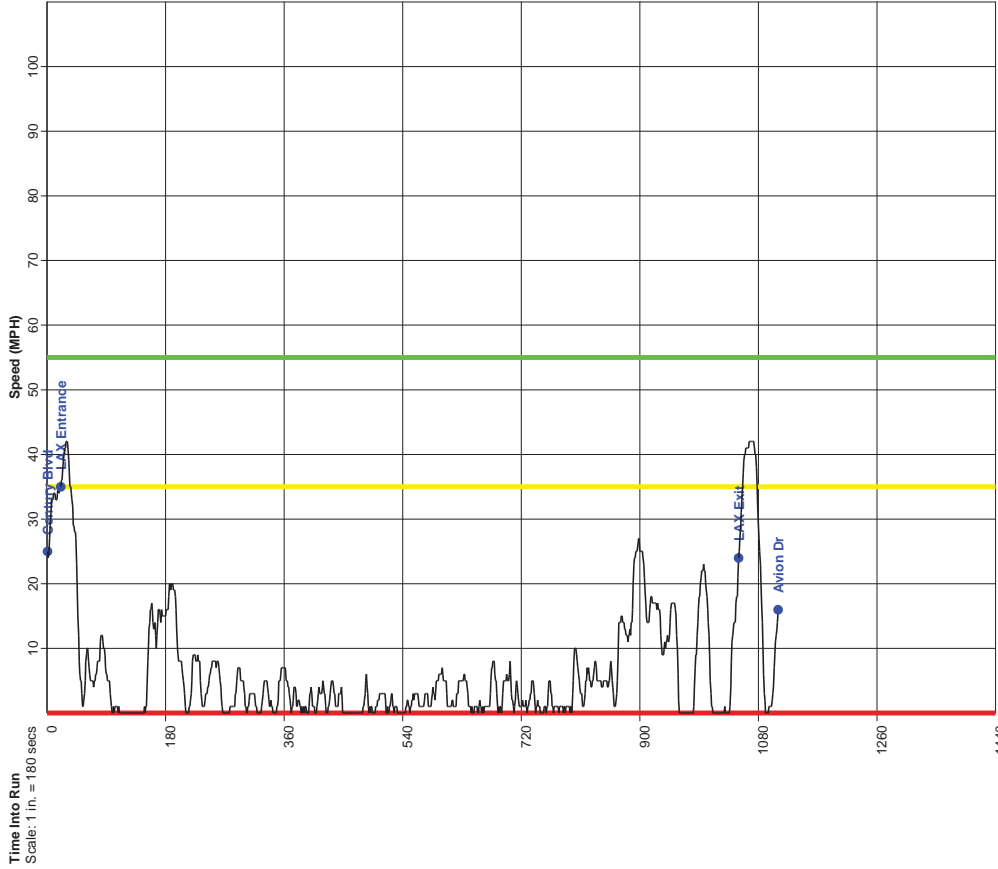
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 37

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-004 Start Time:21:37 (This is a Before Run)



NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 38

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-005 Start Time:22:04 (This is a Before Run)



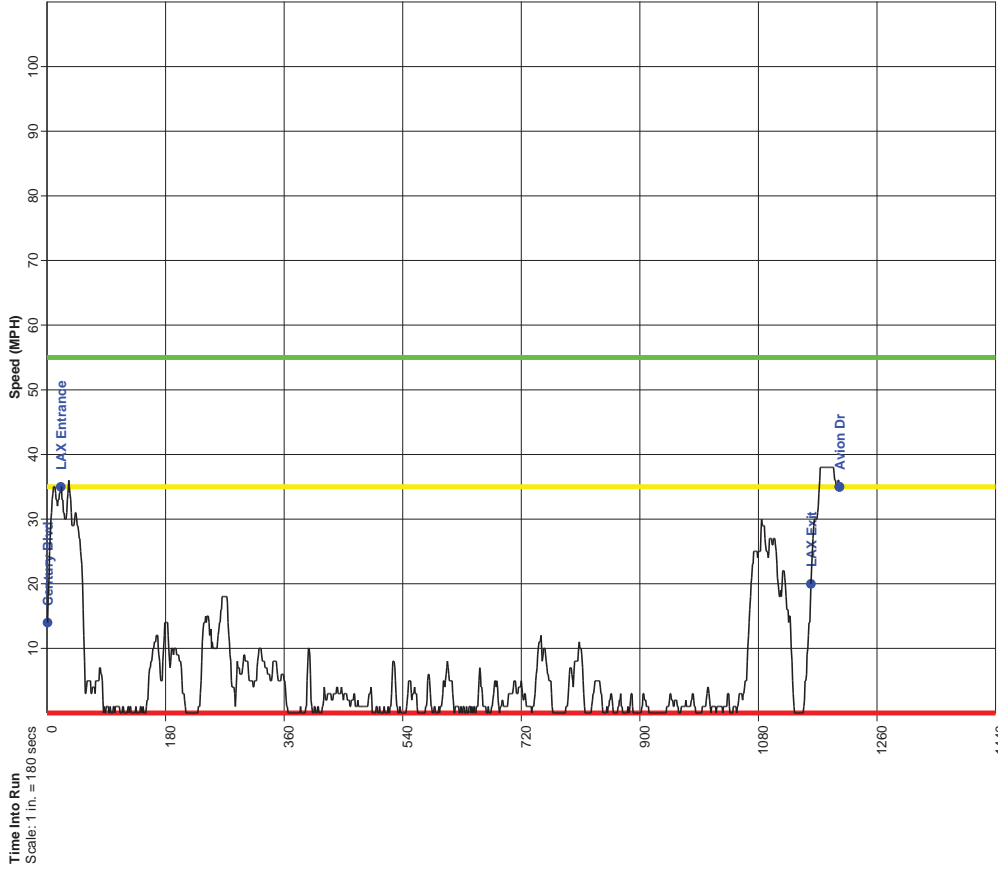
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 39

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-006 Start Time:22:17 (This is a Before Run)



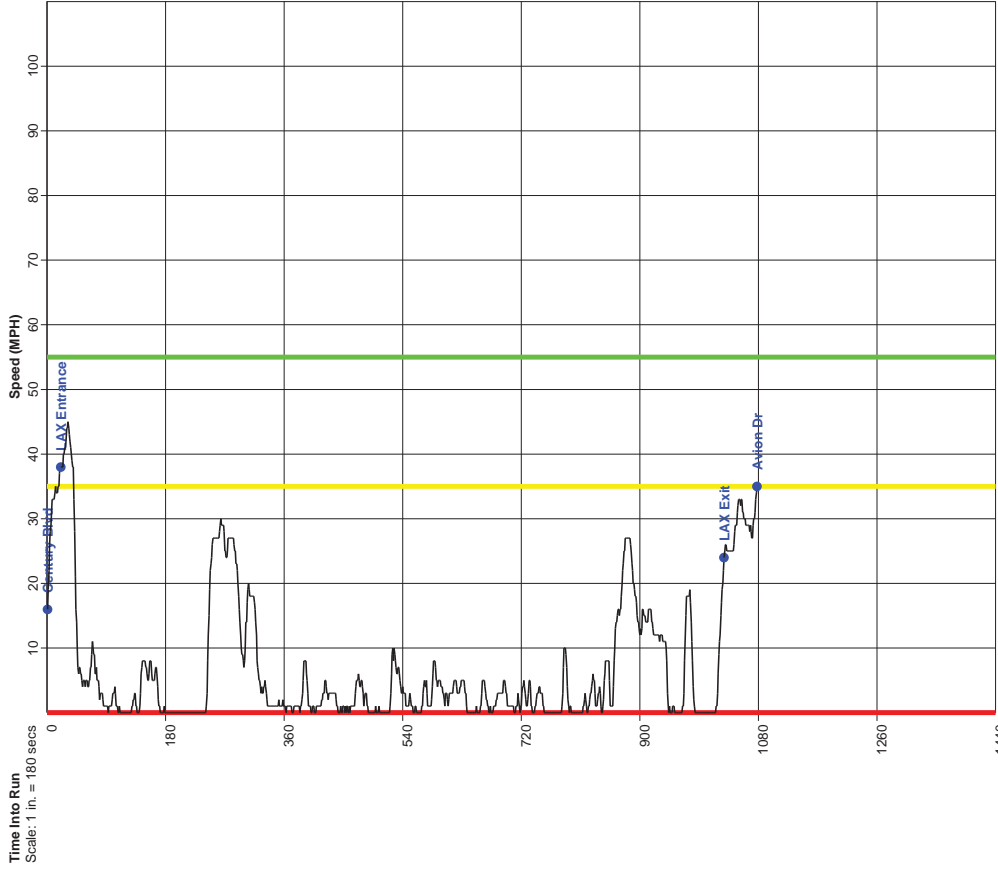
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 40

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-007 Start Time:22:40 (This is a Before Run)



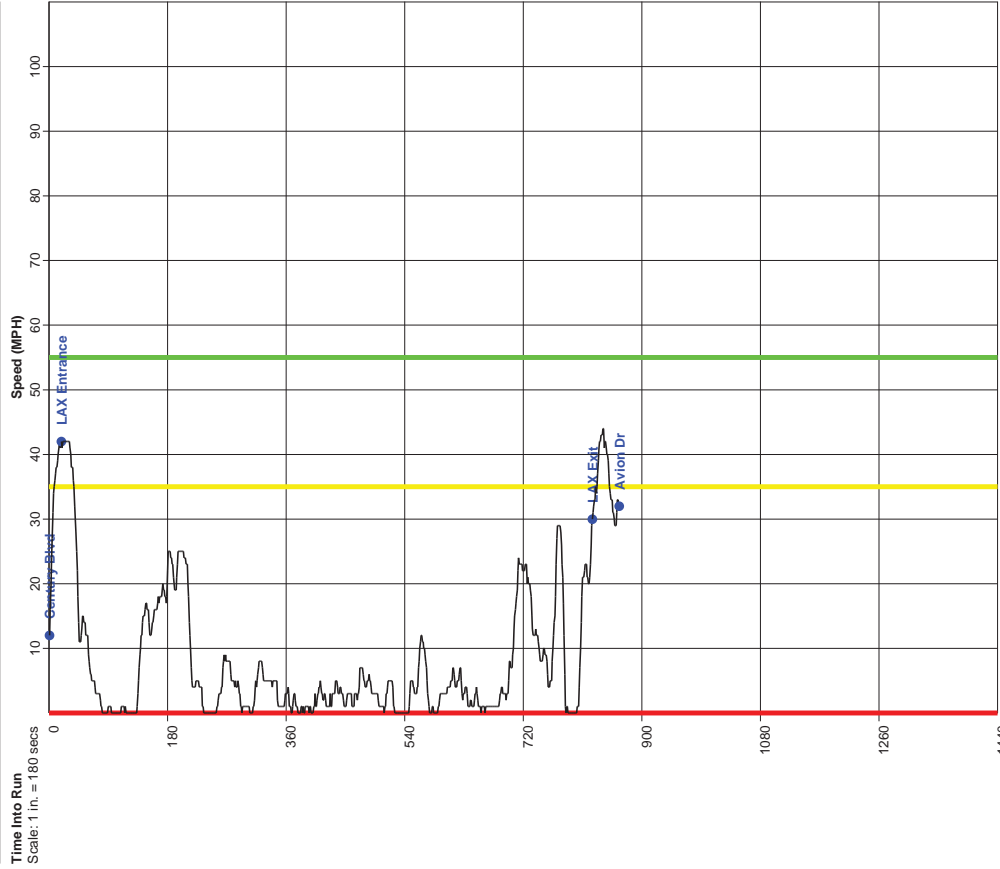
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 41

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-008 Start Time:23:00 (This is a Before Run)



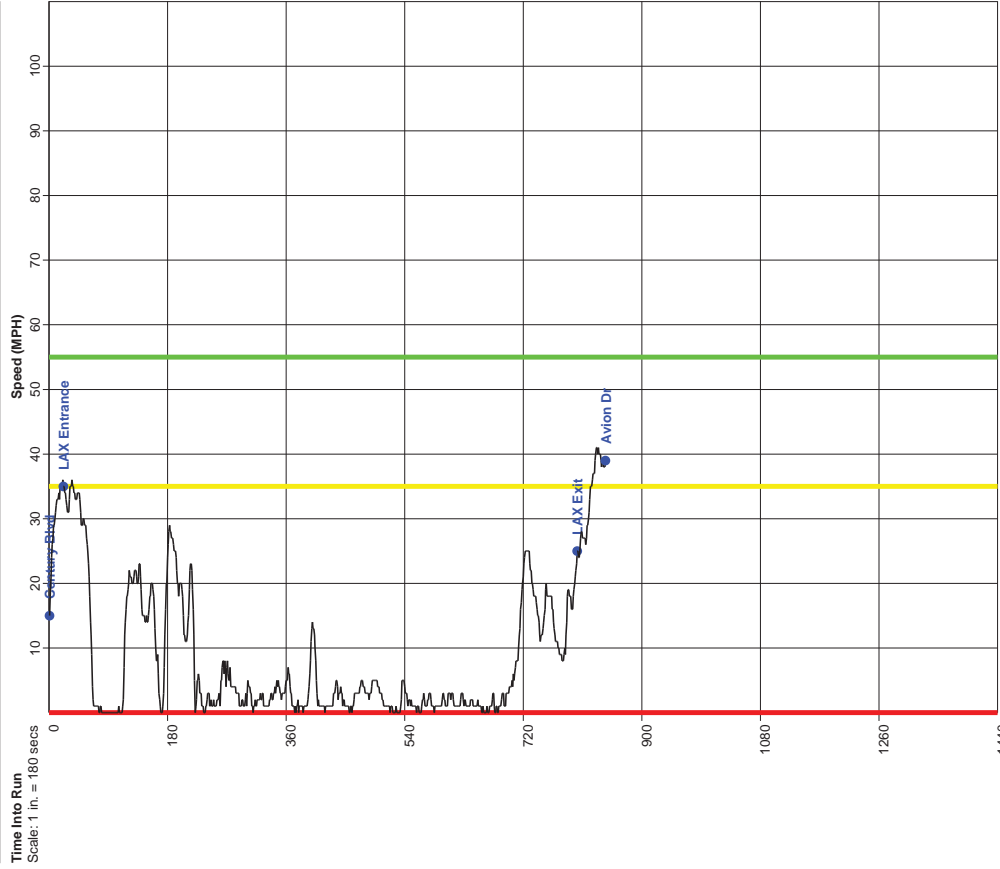
NDS

**14-5504 Arrival
WB PM**

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 42

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-009 Start Time:23:16 (This is a Before Run)



NDS

14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 43

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-010 Start Time:20:35 (This is a Before Run)



NDS

14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 44

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-011 Start Time:21:19 (This is a Before Run)



NDS

14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 45

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-012 Start Time:22:08 (This is a Before Run)



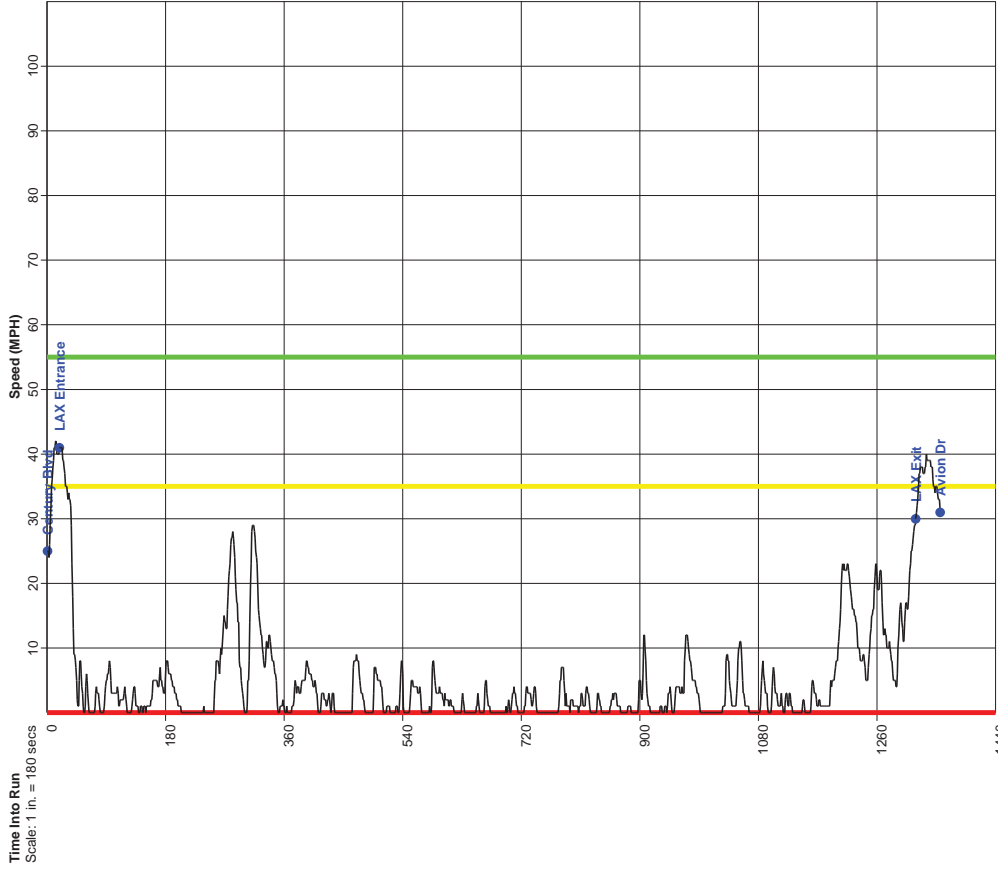
NDS

14-5504 Arrival
WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 46

Time-Based Speed Profile

Run : 14-5504 Arrivals-WB-013 Start Time:22:25 (This is a Before Run)



[DRAFT]

NDS 14-5504 Arrival WB PM

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 47

Time-Based Speed Profile Run : 14-5504 Arrivals-WB-014 Start Time:22:49 (This is a Before Run)



[DRAFT]

Time-Based Speed Profile Run : 14-5504 Arrivals-WB-014 Start Time:22:49 (This is a Before Run)

Node	Length	Mode Names	104	105	1015	9619	1225	Total	11859	Average Speed	Century Blvd	1015	9619	1225	Total	11859	Time Delay	Century Blvd	1015	9619	1225	Total	11859	
1	0	Century Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
3	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
4	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
5	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
6	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
7	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
8	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
9	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
10	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
11	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
12	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
13	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
14	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
15	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
16	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
17	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
18	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
19	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
20	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
21	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
22	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
23	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
24	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
25	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
26	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
27	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
28	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
29	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
30	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
31	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
32	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
33	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
34	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
35	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
36	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
37	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
38	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
39	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
40	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
41	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
42	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
43	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
44	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
45	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
46	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
47	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
48	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
49	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
50	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
51	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
52	20	Avion Dr	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
53	20	Century Blvd	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
54	20	LAX Entrance	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
55	20	LAX Exit	22	25	25	26	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
56	20	Avion Dr	22	25																				

[DRAFT]

Node #	Length	Node Names	Travel Time	Number of Stops	Average Speed	Travel Delay	Time Less Than 55 MPH	Time Less Than 35 MPH	Time Less Than 30 MPH	Time Less Than 25 MPH	Time Less Than 20 MPH	Time Less Than 15 MPH	Time Less Than 10 MPH	Time Less Than 5 MPH	Total
0	0	Century Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	Century Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1015	LAX Entrance	379	461	445	413	413	413	413	413	413	413	413	413	413
3	9619	LAX Exit	461	461	461	461	461	461	461	461	461	461	461	461	461
4	1225	Avion Dr	25	34	74	24	24	24	24	24	24	24	24	24	24
5	0		0	0	0	0	0	0	0	0	0	0	0	0	0
6	0		0	0	0	0	0	0	0	0	0	0	0	0	0
7	11859		472	507	504	572	478	478	478	478	478	478	478	478	478
Total			11859	466	466	466	466	466	466	466	466	466	466	466	466

[DRAFT]

A	B	C	D	E	F	G	H	I	J
Node #	Length	Node Names	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Century Blvd	0	0	0	0	0	0	0
2	1015	LAX Entrance	36.8	0.5	18.8	19.3	0.3	33.6	36.8
3	9619	LAX Exit	398.4	6.2	16.5	234.0	31.6	372.7	398.4
4	1225	Avion Dr	30.9	0.2	27.1	10.3	5.4	15.6	30.5
7 Total	11859		466.1	6.9	17.3	263.6	37.3	422.1	465.7

NDS
14-5504 Depart
WB AM

PC-Travel Reports for study: 14-5504 Depart WB AM

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NDS
14-5504 Depart WB AM

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Study Summary
Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/After	Run Type
14-5504 Depart-WB-001	08/08/14	06:07	11885	Before	Primary
14-5504 Depart-WB-002	08/08/14	06:23	11904	Before	Primary
14-5504 Depart-WB-003	08/08/14	06:39	11926	Before	Primary
14-5504 Depart-WB-004	08/08/14	06:51	11863	Before	Primary
14-5504 Depart-WB-005	08/08/14	07:06	11903	Before	Primary
14-5504 Depart-WB-006	08/08/14	07:19	11908	Before	Primary
14-5504 Depart-WB-007	08/08/14	07:33	11773	Before	Primary
14-5504 Depart-WB-008	08/08/14	07:42	11881	Before	Primary
14-5504 Depart-WB-009	08/08/14	07:53	11999	Before	Primary
14-5504 Depart-WB-010	08/08/14	08:14	11874	Before	Primary
14-5504 Depart-WB-011	08/08/14	08:22	11919	Before	Primary
14-5504 Depart-WB-012	08/08/14	08:31	11819	Before	Primary
14-5504 Depart-WB-013	08/08/14	08:40	11910	Before	Primary
14-5504 Depart-WB-014	08/08/14	08:49	11872	Before	Primary
14-5504 Depart-WB-015	08/08/14	08:57	11939	Before	Primary
14-5504 Depart-WB-016	08/08/14	06:12	11981	Before	Primary
14-5504 Depart-WB-017	08/08/14	06:23	11851	Before	Primary
14-5504 Depart-WB-018	08/08/14	06:33	11808	Before	Primary
14-5504 Depart-WB-019	08/08/14	06:43	11829	Before	Primary

Node Info

#	Len	Name
1	0	Century Blvd
2	1015	LAX Entrance
3	9619	LAX Exit
4	1225	Avion Dr

Length of Study Route = 11,859 feet

Run Title	Start Date	Start Time	Length	Before/After	Run Type
14-5504 Depart-WB-020	08/08/14	06:53	11677	Before	Primary
14-5504 Depart-WB-021	08/08/14	07:06	11816	Before	Primary
14-5504 Depart-WB-022	08/08/14	07:31	11968	Before	Primary
14-5504 Depart-WB-023	08/08/14	07:41	11681	Before	Primary
14-5504 Depart-WB-024	08/08/14	07:49	11749	Before	Primary
14-5504 Depart-WB-025	08/08/14	07:58	11866	Before	Primary
14-5504 Depart-WB-026	08/08/14	08:06	11901	Before	Primary
14-5504 Depart-WB-027	08/08/14	08:16	11836	Before	Primary
14-5504 Depart-WB-028	08/08/14	08:25	11895	Before	Primary
14-5504 Depart-WB-029	08/08/14	08:33	11638	Before	Primary
14-5504 Depart-WB-030	08/08/14	08:42	11815	Before	Primary
14-5504 Depart-WB-031	08/08/14	08:50	11956	Before	Primary

Notes:

NDS
14-5504 Depart
WB AM

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Overall Output Statistics

Node #	Length	Node	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
1	0	Century Blvd	36.8	0.5	18.8	19.3	0.3	33.8	36.8
2	1015	LAX Entrance	398.4	6.2	16.5	234.0	31.6	372.7	398.4
3	9619	LAX Exit	30.9	0.2	27.1	10.3	5.4	15.6	30.5
4	1225	Avion Dr							
Total	11,859		466.1	6.9	17.3	263.6	37.3	422.1	465.7

Stats based on 31 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.
Total Delay based on a Normal Speed of 40 MPH.

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14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
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Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd	23	30	39	59	86	30	39	34
2	1015	LAX Entrance	570	540	426	666	561	655	423	471
3	9619	LAX Exit	22	24	25	21	21	24	20	20
4	1225	Avion Dr								
Totals	11859		615	594	490	746	668	709	482	525

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14-5504 Depart WB AM

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Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14	Run #15	Run #16
1	0	Century Blvd								
2	1015	LAX Entrance	30	52	29	27	26	25	22	20
3	9619	LAX Exit	460	314	332	294	319	335	315	486
4	1225	Avion Dr	22	21	24	20	22	22	65	26
Totals	11859		512	387	385	341	367	382	402	532

14-5504 Depart WB AM-009
14-5504 Depart WB AM-010
14-5504 Depart WB AM-011
14-5504 Depart WB AM-012
14-5504 Depart WB AM-013
14-5504 Depart WB AM-014
14-5504 Depart WB AM-015

NDS
14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
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Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd								
2	1015	LAX Entrance	24	25	34	31	77	73	39	44
3	9619	LAX Exit	379	461	445	413	421	351	331	328
4	1225	Avion Dr	69	21	25	34	74	24	22	23
Totals	11859		472	507	504	478	572	448	392	395

14-5504 Depart WB AM-016
14-5504 Depart WB AM-017
14-5504 Depart WB AM-018
14-5504 Depart WB AM-019
14-5504 Depart WB AM-020
14-5504 Depart WB AM-021
14-5504 Depart WB AM-022
14-5504 Depart WB AM-023

NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
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Detailed Statistics By Run

Travel Time (sec) by Section

14-5504 Depart-WB-025
 14-5504 Depart-WB-026
 14-5504 Depart-WB-027
 14-5504 Depart-WB-028
 14-5504 Depart-WB-029
 14-5504 Depart-WB-030
 14-5504 Depart-WB-031

Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd							
2	1015	LAX Entrance	38	62	26	22	23	29	22
3	9619	LAX Exit	306	315	298	271	287	283	295
4	1225	Avion Dr	48	23	53	23	19	77	23
Totals	11859		392	400	377	316	329	389	340

NDS

14-5504 Depart WB AM

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Detailed Statistics By Run

Number of Stops by Section

14-5504 Depart-WB-001
 14-5504 Depart-WB-002
 14-5504 Depart-WB-003
 14-5504 Depart-WB-004
 14-5504 Depart-WB-005
 14-5504 Depart-WB-006
 14-5504 Depart-WB-007
 14-5504 Depart-WB-008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	1015	LAX Entrance	0	0	0	1	4	0	0	0
3	9619	LAX Exit	18	11	8	16	12	20	10	8
4	1225	Avion Dr	0	0	0	0	0	0	0	0
Totals	11859		18	11	8	17	16	20	10	8

Stops based on a Stop Speed of 5 MPH.

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14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
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Detailed Statistics By Run

Number of Stops by Section

14-5504 Depart-WB-009
14-5504 Depart-WB-010
14-5504 Depart-WB-011
14-5504 Depart-WB-012
14-5504 Depart-WB-013
14-5504 Depart-WB-014
14-5504 Depart-WB-015

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14	Run #15	Run #16
1	0	Century Blvd	0	1	0	0	0	0	0	0
2	1015	LAX Entrance	0	1	4	2	4	3	2	10
3	9619	LAX Exit	9	1	0	0	0	0	1	0
4	1225	Avion Dr	0	0	0	0	0	0	1	0
Totals	11859		9	2	4	2	4	3	3	10

Stops based on a Stop Speed of 5 MPH.

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14-5504 Depart WB AM

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Detailed Statistics By Run

Number of Stops by Section

14-5504 Depart-WB-016
14-5504 Depart-WB-017
14-5504 Depart-WB-018
14-5504 Depart-WB-019
14-5504 Depart-WB-020
14-5504 Depart-WB-021
14-5504 Depart-WB-022
14-5504 Depart-WB-023

Node #	Length	Node Name	Run #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd	0	0	0	0	1	2	0	1
2	1015	LAX Entrance	6	11	5	5	6	3	2	4
3	9619	LAX Exit	1	0	0	1	1	0	0	0
4	1225	Avion Dr	7	11	5	6	8	5	2	5
Totals	11859		7	11	5	6	8	5	2	5

Stops based on a Stop Speed of 5 MPH.

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14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
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Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd							
2	1015	LAX Entrance	1	3	0	0	0	0	0
3	9619	LAX Exit	3	1	2	1	3	0	2
4	1225	Avion Dr	1	0	1	0	0	1	0
Totals	11859		5	4	3	1	3	1	2

Stops based on a Stop Speed of 5 MPH.

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14-5504 Depart
WB AM

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Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	1015	LAX Entrance	31.4	23.1	17.7	11.7	8.1	23.1	17.8	20.5
3	9619	LAX Exit	11.5	12.2	15.4	9.9	11.7	10.0	15.5	14.0
4	1225	Avion Dr	37.9	33.9	33.0	39.1	40.2	34.5	39.8	41.1
Totals	11859		13.2	13.6	16.5	10.8	12.2	11.4	16.7	15.4

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14-5504 Depart WB AM

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Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14	Run #15	Run #16
1	0	Century Blvd								
2	1015	LAX Entrance	23.3	13.3	23.9	26.3	27.3	28.8	31.8	35.9
3	9619	LAX Exit	14.3	21.0	19.8	22.4	20.5	19.5	20.9	13.5
4	1225	Avion Dr	38.4	39.0	34.8	41.0	39.6	38.2	12.5	31.5
Totals	11859		15.8	20.9	21.0	23.7	22.1	21.2	20.1	15.2

14-5504 Depart WB-009
14-5504 Depart WB-010
14-5504 Depart WB-013
14-5504 Depart WB-014
14-5504 Depart WB-015

NDS
14-5504 Depart WB AM

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Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd								
2	1015	LAX Entrance	28.3	28.0	20.5	22.3	9.0	9.5	17.9	16.0
3	9619	LAX Exit	17.2	14.3	14.8	15.9	15.6	18.7	19.8	20.0
4	1225	Avion Dr	12.0	38.8	33.3	21.1	11.0	34.7	33.3	33.6
Totals	11859		17.1	15.9	16.0	16.7	14.1	18.1	20.4	20.3

14-5504 Depart WB-017
14-5504 Depart WB-018
14-5504 Depart WB-019
14-5504 Depart WB-020
14-5504 Depart WB-021
14-5504 Depart WB-022
14-5504 Depart WB-023
14-5504 Depart WB-024

NDS

14-5504 Depart
WB AM

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Detailed Statistics By Run

Average Speed (MPH) by Section

14-5504 Depart-WB-026
14-5504 Depart-WB-027
14-5504 Depart-WB-028
14-5504 Depart-WB-029
14-5504 Depart-WB-030
14-5504 Depart-WB-031

Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd							
2	1015	LAX Entrance	18.2	11.2	26.9	32.9	31.5	24.1	32.0
3	9619	LAX Exit	21.5	20.9	22.1	24.2	22.7	23.2	22.3
4	1225	Avion Dr	16.8	35.6	15.3	36.1	37.6	10.4	35.1
Totals	11859		20.6	20.2	21.5	25.6	24.2	20.8	23.8

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14-5504 Depart
WB AM

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Detailed Statistics By Run

Total Delay (sec) by Section

14-5504 Depart-WB-001
14-5504 Depart-WB-002
14-5504 Depart-WB-003
14-5504 Depart-WB-004
14-5504 Depart-WB-005
14-5504 Depart-WB-006
14-5504 Depart-WB-007

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	1015	LAX Entrance	5	13	22	42	69	13	22	17
3	9619	LAX Exit	406	375	262	502	396	491	258	306
4	1225	Avion Dr	1	3	4	0	0	3	0	0
Totals	11859		412	391	288	544	465	507	280	323

Total Delay based on a Normal Speed of 40 MPH.

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14-5504 Depart
WB AM

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Detailed Statistics By Run

Detailed Statistics By Run

Total Delay (sec) by Section

Total Delay (sec) by Section

14-5504 Depart-WB-009
14-5504 Depart-WB-010
14-5504 Depart-WB-011
14-5504 Depart-WB-012
14-5504 Depart-WB-013
14-5504 Depart-WB-014
14-5504 Depart-WB-015

14-5504 Depart-WB-016
14-5504 Depart-WB-017
14-5504 Depart-WB-018
14-5504 Depart-WB-019
14-5504 Depart-WB-020
14-5504 Depart-WB-021
14-5504 Depart-WB-022
14-5504 Depart-WB-023
14-5504 Depart-WB-024

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14	Run #15	Run #16
1	0	Century Blvd								
2	1015	LAX Entrance	13	35	12	9	8	7	4	2
3	9619	LAX Exit	286	149	168	129	155	171	150	321
4	1225	Avion Dr	1	0	3	0	0	1	44	5
Totals	11859		310	184	183	138	163	179	198	328

Total Delay based on a Normal Speed of 40 MPH.

Node #	Length	Node Name	Run #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd								
2	1015	LAX Entrance	6	7	17	14	60	56	22	26
3	9619	LAX Exit	215	296	281	249	257	187	167	164
4	1225	Avion Dr	48	0	4	16	54	3	3	3
Totals	11859		269	303	302	279	371	246	192	193

Total Delay based on a Normal Speed of 40 MPH.

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14-5504 Depart
WB AM

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Detailed Statistics By Run

Total Delay (sec) by Section

14-5504 Depart-WB-026
14-5504 Depart-WB-027
14-5504 Depart-WB-028
14-5504 Depart-WB-029
14-5504 Depart-WB-030
14-5504 Depart-WB-031

Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd							
2	1015	LAX Entrance	21	44	8	4	5	12	4
3	9619	LAX Exit	141	151	133	107	123	119	130
4	1225	Avion Dr	27	2	32	2	1	56	2
Totals	11859		189	197	173	113	129	187	136

Total Delay based on a Normal Speed of 40 MPH.

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14-5504 Depart
WB AM

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Detailed Statistics By Run

Time <= 0 MPH by Section

14-5504 Depart-WB-001
14-5504 Depart-WB-002
14-5504 Depart-WB-003
14-5504 Depart-WB-004
14-5504 Depart-WB-005
14-5504 Depart-WB-006
14-5504 Depart-WB-007
14-5504 Depart-WB-008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	1015	LAX Entrance	0	0	0	0	7	0	0	0
3	9619	LAX Exit	38	65	41	85	94	127	53	94
4	1225	Avion Dr	0	0	0	0	0	0	0	0
Totals	11859		38	65	41	85	101	127	53	94

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14-5504 Depart WB AM

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Detailed Statistics By Run

Time <= 0 MPH by Section

14-5504 Depart-WB-009
14-5504 Depart-WB-010
14-5504 Depart-WB-011
14-5504 Depart-WB-012
14-5504 Depart-WB-013
14-5504 Depart-WB-014
14-5504 Depart-WB-015

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14	Run #15	Run #16
1	0	Century Blvd	0	0	0	0	0	0	0	0
2	1015	LAX Entrance	79	0	9	12	3	13	0	33
3	9619	LAX Exit	0	0	0	0	0	0	30	0
4	1225	Avion Dr	0	0	0	0	0	0	0	0
Totals	11859		79	0	9	12	3	13	30	33

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14-5504 Depart WB AM

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Detailed Statistics By Run

Time <= 0 MPH by Section

14-5504 Depart-WB-016
14-5504 Depart-WB-017
14-5504 Depart-WB-018
14-5504 Depart-WB-019
14-5504 Depart-WB-020
14-5504 Depart-WB-021
14-5504 Depart-WB-022
14-5504 Depart-WB-023

Node #	Length	Node Name	Run #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd	0	0	0	0	1	0	0	0
2	1015	LAX Entrance	16	26	50	15	12	21	2	24
3	9619	LAX Exit	33	0	0	0	43	0	0	0
4	1225	Avion Dr	49	26	50	15	56	21	2	24
Totals	11859		49	26	50	15	56	21	2	24

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14-5504 Depart
WB AM

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Detailed Statistics By Run

Time <= 0 MPH by Section

14-5504 Depart-NRG-025
14-5504 Depart-NRG-026
14-5504 Depart-NRG-027
14-5504 Depart-NRG-028
14-5504 Depart-NRG-029
14-5504 Depart-NRG-030
14-5504 Depart-NRG-031

Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd		0	0	0	0	0	0
2	1015	LAX Entrance	0	0	0	0	0	0	0
3	9619	LAX Exit	10	5	33	14	6	0	0
4	1225	Avion Dr	7	0	21	0	0	34	0
Totals	11859		17	5	54	14	6	34	0

NDS

14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 26

Detailed Statistics By Run

Time <= 35 MPH by Section

14-5504 Depart-NRG-001
14-5504 Depart-NRG-002
14-5504 Depart-NRG-003
14-5504 Depart-NRG-004
14-5504 Depart-NRG-005
14-5504 Depart-NRG-006
14-5504 Depart-NRG-007
14-5504 Depart-NRG-008

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	1015	LAX Entrance	19	30	39	59	82	30	39	29
3	9619	LAX Exit	564	535	408	666	538	610	402	465
4	1225	Avion Dr	4	13	10	0	0	14	0	0
Totals	11859		587	578	457	725	620	654	441	494

NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 27

Detailed Statistics By Run

Time <= 35 MPH by Section

14-5504 Depart-NR-009
14-5504 Depart-NR-010
14-5504 Depart-NR-011
14-5504 Depart-NR-012
14-5504 Depart-NR-013
14-5504 Depart-NR-014
14-5504 Depart-NR-015

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14	Run #15	Run #16
1	0	Century Blvd								
2	1015	LAX Entrance	27	52	29	27	26	25	16	11
3	9619	LAX Exit	427	284	281	276	296	318	269	449
4	1225	Avion Dr	4	2	9	0	3	6	51	12
Totals	11859		458	338	319	303	325	349	336	472

NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 28

Detailed Statistics By Run

Time <= 35 MPH by Section

14-5504 Depart-NR-016
14-5504 Depart-NR-017
14-5504 Depart-NR-018
14-5504 Depart-NR-019
14-5504 Depart-NR-020
14-5504 Depart-NR-021
14-5504 Depart-NR-022
14-5504 Depart-NR-023

Node #	Length	Node Name	Run #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd								
2	1015	LAX Entrance	16	25	34	31	77	67	39	44
3	9619	LAX Exit	347	414	432	384	401	338	304	310
4	1225	Avion Dr	58	0	17	25	66	8	16	13
Totals	11859		421	439	483	440	544	413	359	367

NDS

14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 29

Detailed Statistics By Run

Time <= 35 MPH by Section

14-5504 Depart-NRG-025
14-5504 Depart-NRG-026
14-5504 Depart-NRG-027
14-5504 Depart-NRG-028
14-5504 Depart-NRG-029
14-5504 Depart-NRG-030
14-5504 Depart-NRG-031

Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd							
2	1015	LAX Entrance	38	57	26	9	8	29	9
3	9619	LAX Exit	282	303	253	230	237	275	255
4	1225	Avion Dr	34	5	37	3	3	62	9
Totals	11859		354	365	316	242	248	366	273

NDS

14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 30

Detailed Statistics By Run

Time <= 55 MPH by Section

14-5504 Depart-NRG-001
14-5504 Depart-NRG-002
14-5504 Depart-NRG-003
14-5504 Depart-NRG-004
14-5504 Depart-NRG-005
14-5504 Depart-NRG-006
14-5504 Depart-NRG-007
14-5504 Depart-NRG-008
14-5504 Depart-NRG-009
14-5504 Depart-NRG-010

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8
1	0	Century Blvd								
2	1015	LAX Entrance	23	30	39	59	86	30	39	34
3	9619	LAX Exit	570	540	426	666	561	655	423	471
4	1225	Avion Dr	22	24	25	21	21	24	19	20
Totals	11859		615	594	490	746	668	709	481	525

NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 31

Detailed Statistics By Run

Time <= 55 MPH by Section

14-5504 Depart-NR-009
14-5504 Depart-NR-010
14-5504 Depart-NR-011
14-5504 Depart-NR-012
14-5504 Depart-NR-013
14-5504 Depart-NR-014
14-5504 Depart-NR-015

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14	Run #15	Run #16
1	0	Century Blvd								
2	1015	LAX Entrance	30	52	29	27	26	25	22	20
3	9619	LAX Exit	460	314	332	294	319	335	315	486
4	1225	Avion Dr	22	21	24	19	22	22	65	26
Totals	11859		512	387	385	340	367	382	402	532

NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 32

Detailed Statistics By Run

Time <= 55 MPH by Section

14-5504 Depart-NR-016
14-5504 Depart-NR-017
14-5504 Depart-NR-018
14-5504 Depart-NR-019
14-5504 Depart-NR-020
14-5504 Depart-NR-021
14-5504 Depart-NR-022
14-5504 Depart-NR-023

Node #	Length	Node Name	Run #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd								
2	1015	LAX Entrance	24	25	34	31	77	73	39	44
3	9619	LAX Exit	379	461	445	413	421	351	331	328
4	1225	Avion Dr	68	20	24	33	73	24	21	22
Totals	11859		471	506	503	477	571	448	391	394

NDS
14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 33

Detailed Statistics By Run

Time <= 55 MPH by Section

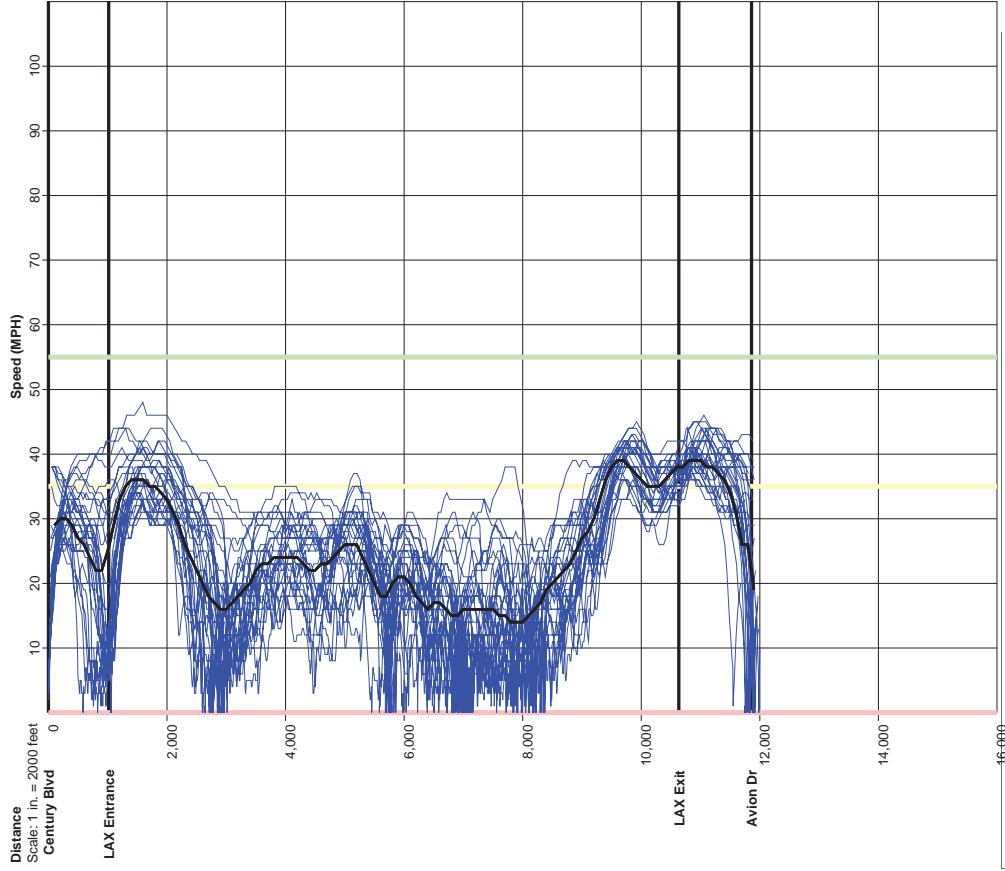
14-5504 Depart WB AM-025
14-5504 Depart WB AM-026
14-5504 Depart WB AM-027
14-5504 Depart WB AM-028
14-5504 Depart WB AM-029
14-5504 Depart WB AM-030
14-5504 Depart WB AM-031

Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd							
2	1015	LAX Entrance	38	62	26	22	23	29	22
3	9619	LAX Exit	306	315	298	271	287	283	295
4	1225	Avion Dr	48	23	52	23	18	76	23
Totals	11859		392	400	376	316	328	388	340

NDS
14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 34

Speed/Distance Profiles of All Runs

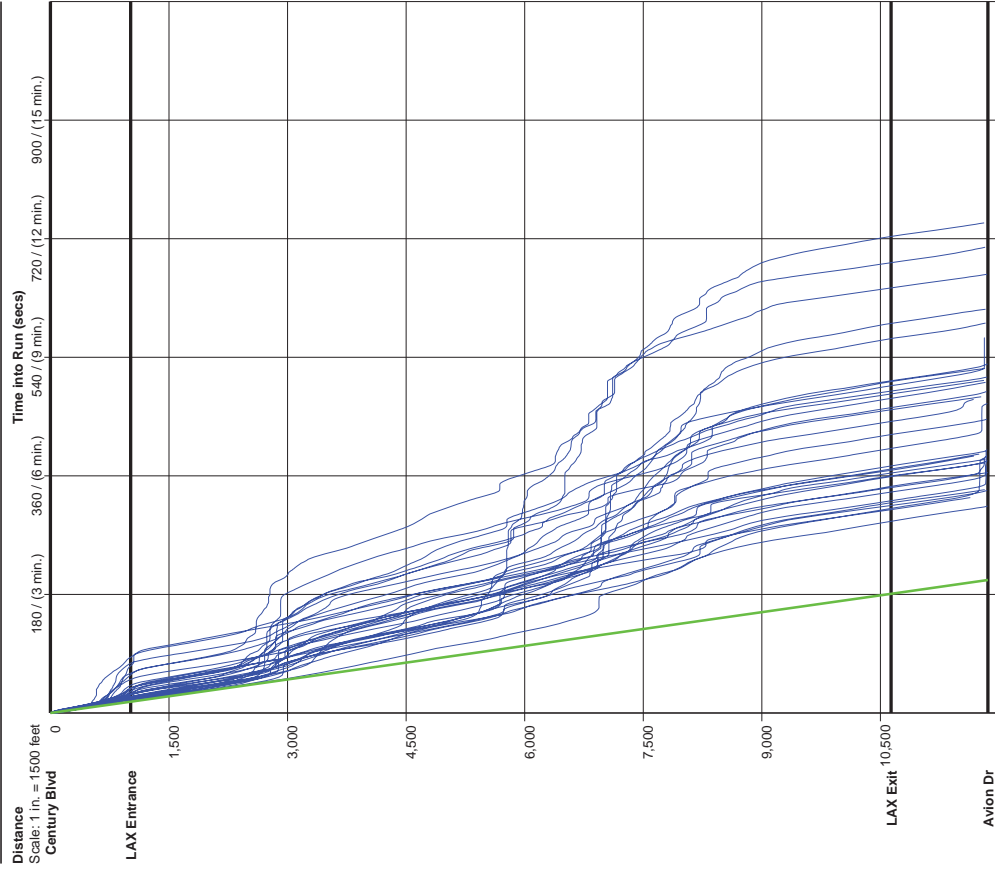


NDS

14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 35

Time/Space Trajectories of All Runs



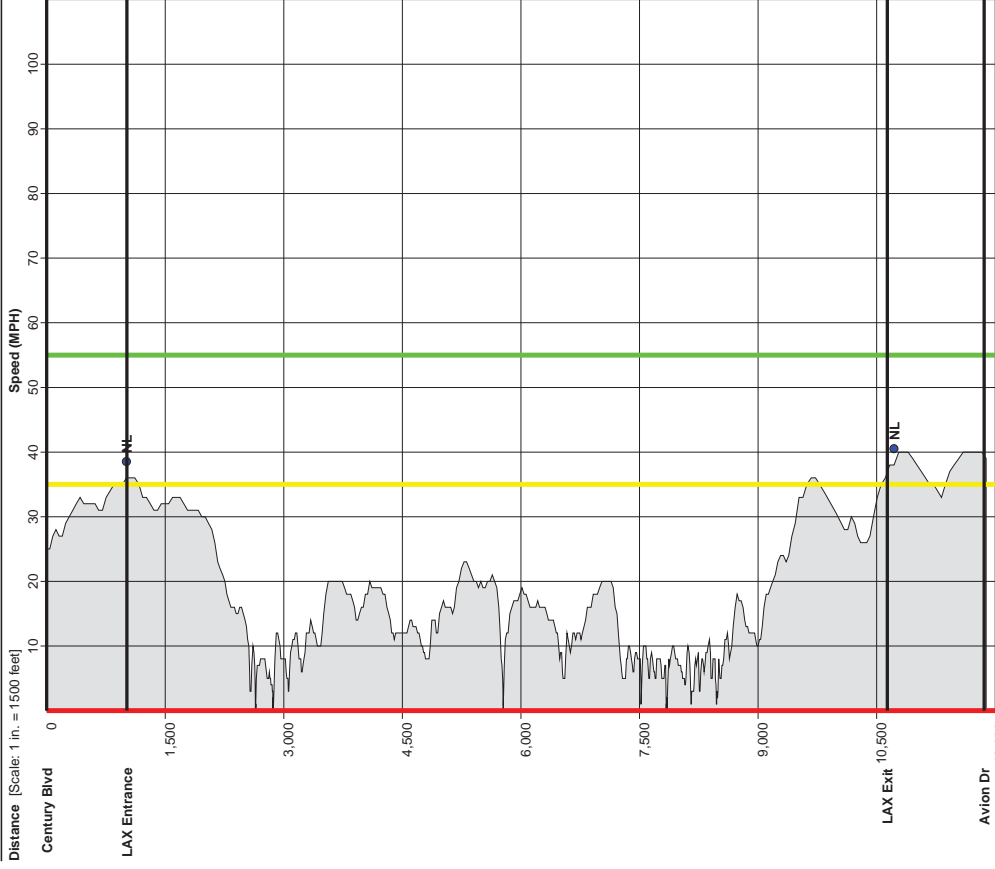
NDS

14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 36

Speed Profile

Run : 14-5504 Depart-WB-001 Start Time: 06:07 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 37

Speed Profile

Run : 14-5504 Depart-WB-002 Start Time: 06:23 (This is a Before Run)



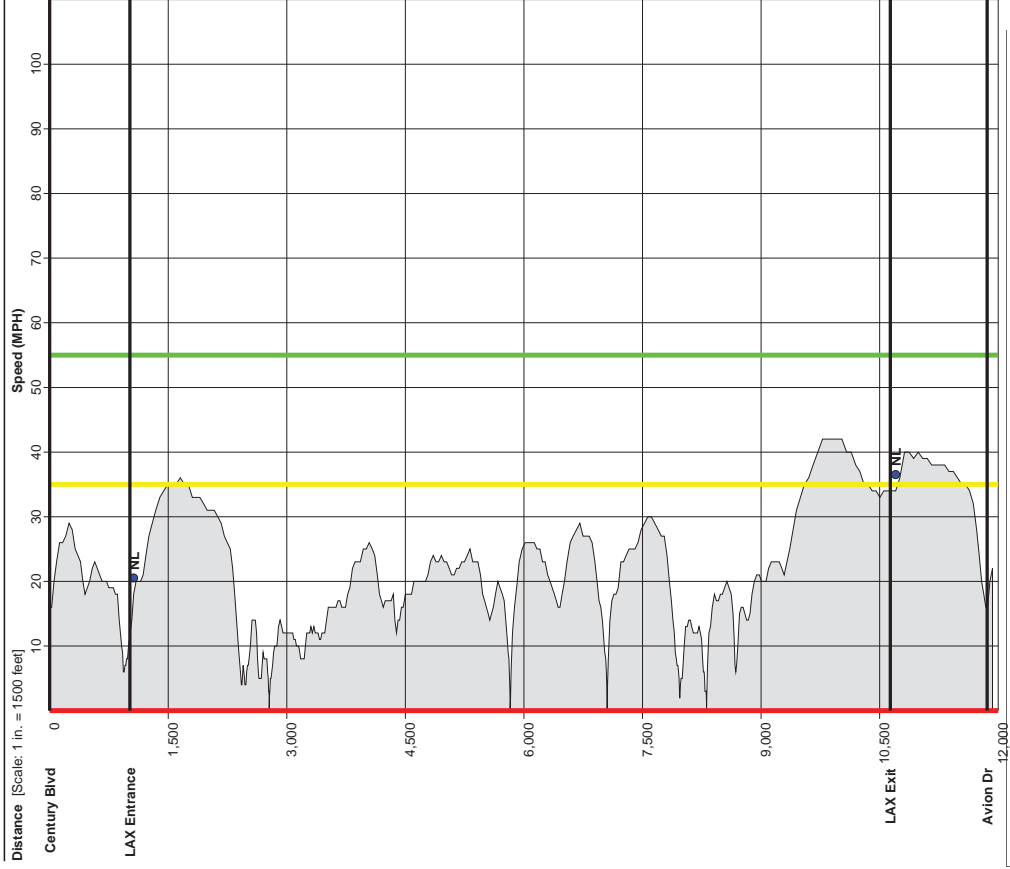
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 38

Speed Profile

Run : 14-5504 Depart-WB-003 Start Time: 06:39 (This is a Before Run)

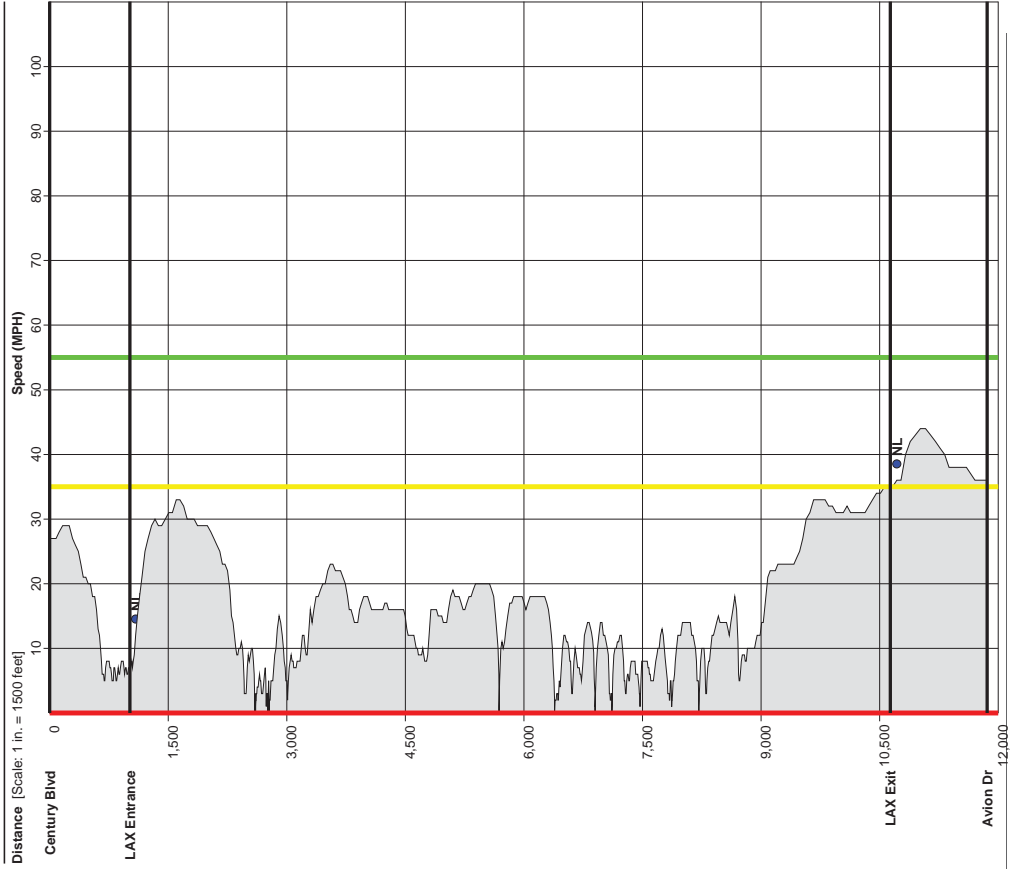


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 39

Speed Profile

Run : 14-5504 Depart-WB-004 Start Time: 06:51 (This is a Before Run)

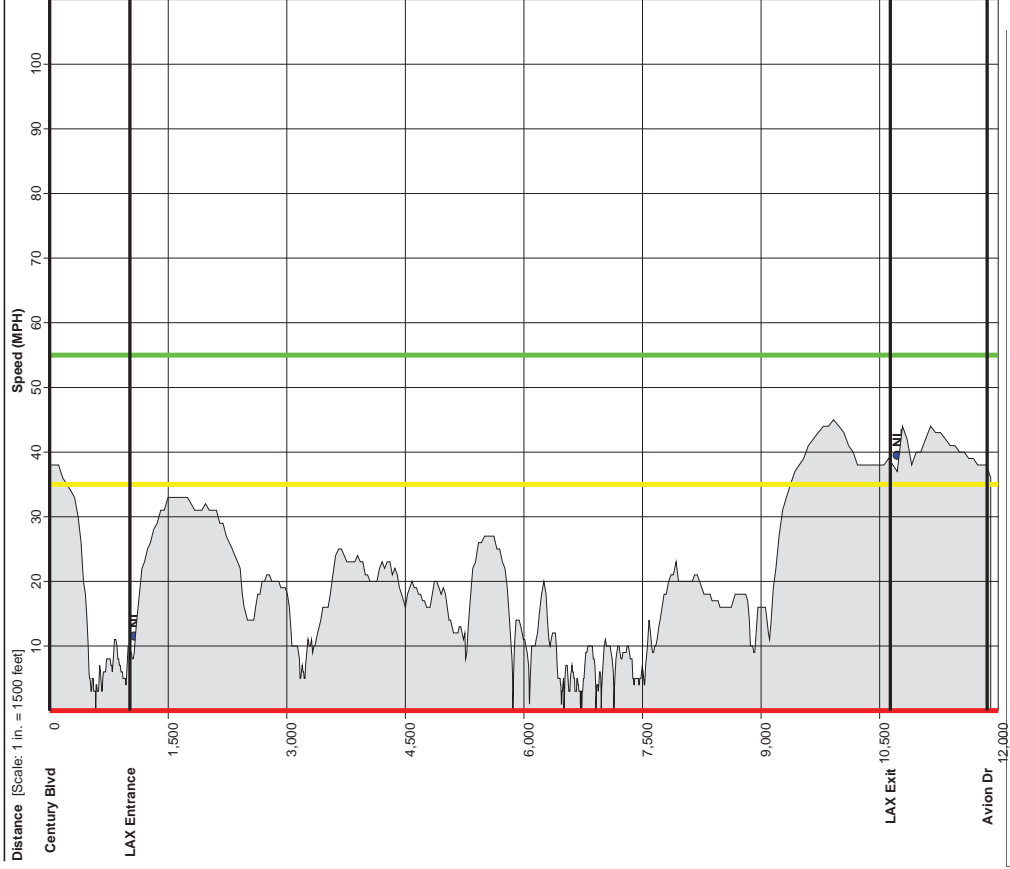


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 40

Speed Profile

Run : 14-5504 Depart-WB-005 Start Time: 07:06 (This is a Before Run)

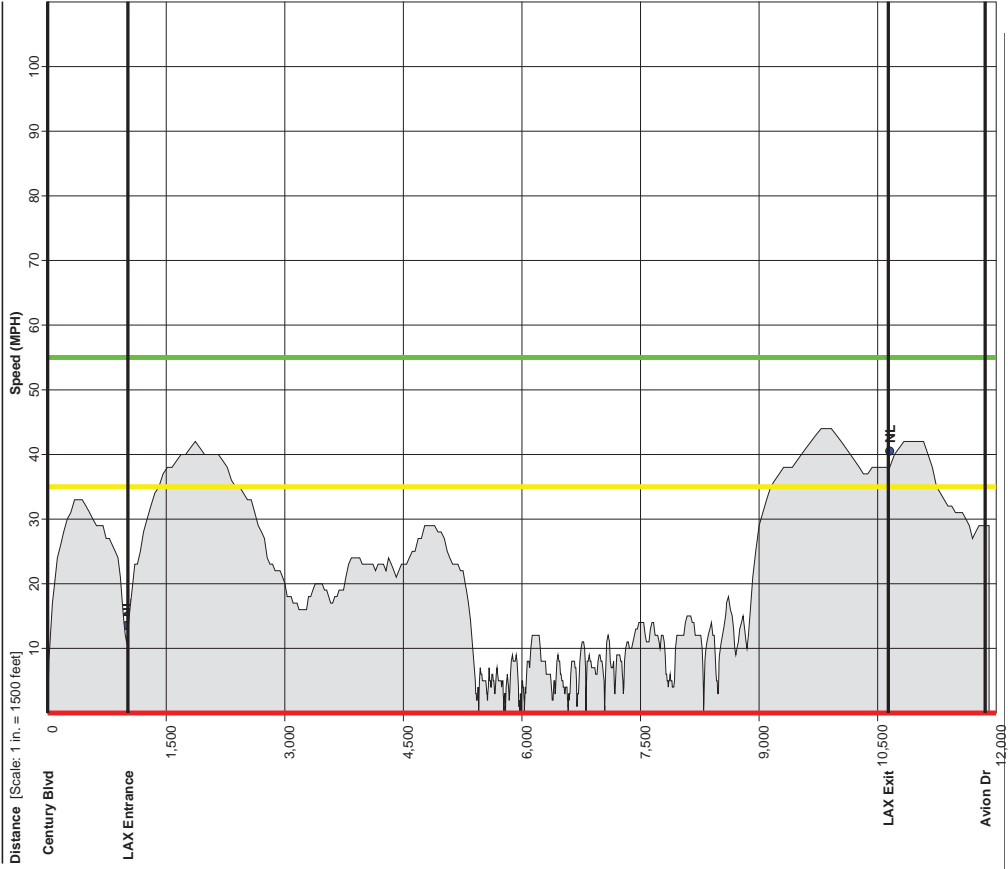


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 41

Speed Profile

Run : 14-5504 Depart-WB-006 Start Time: 07:19 (This is a Before Run)

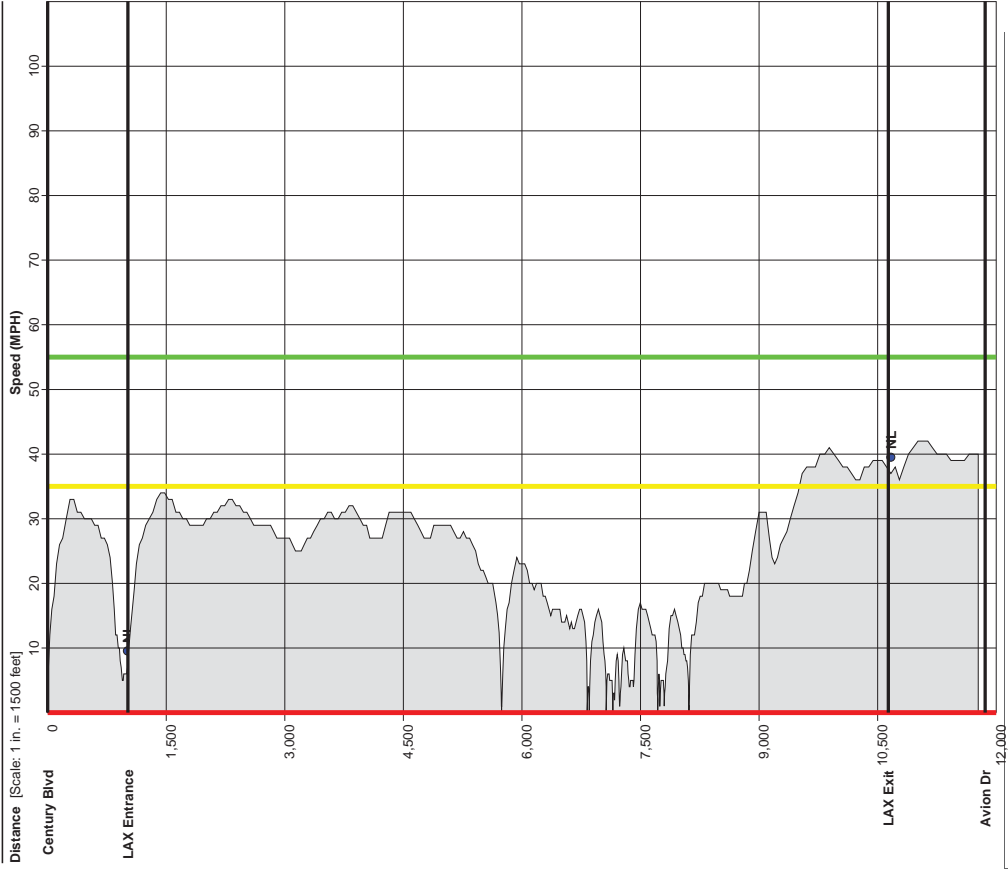


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 42

Speed Profile

Run : 14-5504 Depart-WB-007 Start Time: 07:33 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 43

Speed Profile

Run : 14-5504 Depart-WB-008 Start Time: 07:42 (This is a Before Run)



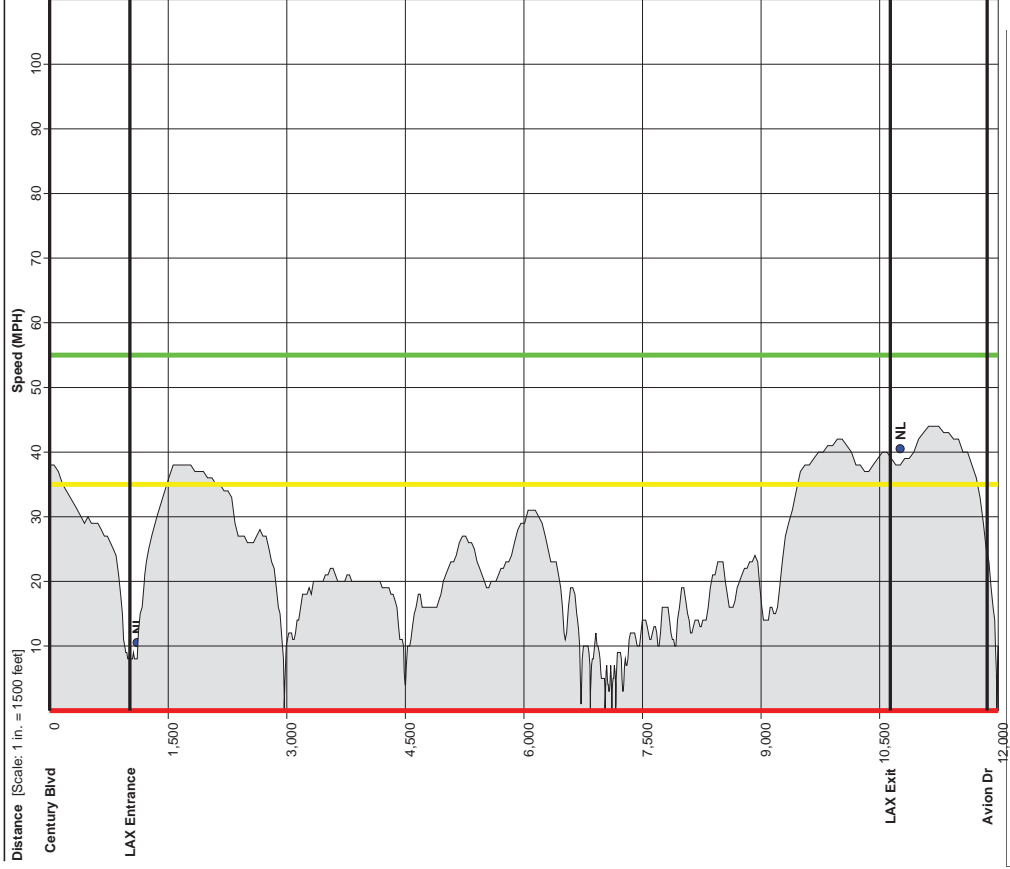
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 44

Speed Profile

Run : 14-5504 Depart-WB-009 Start Time: 07:53 (This is a Before Run)

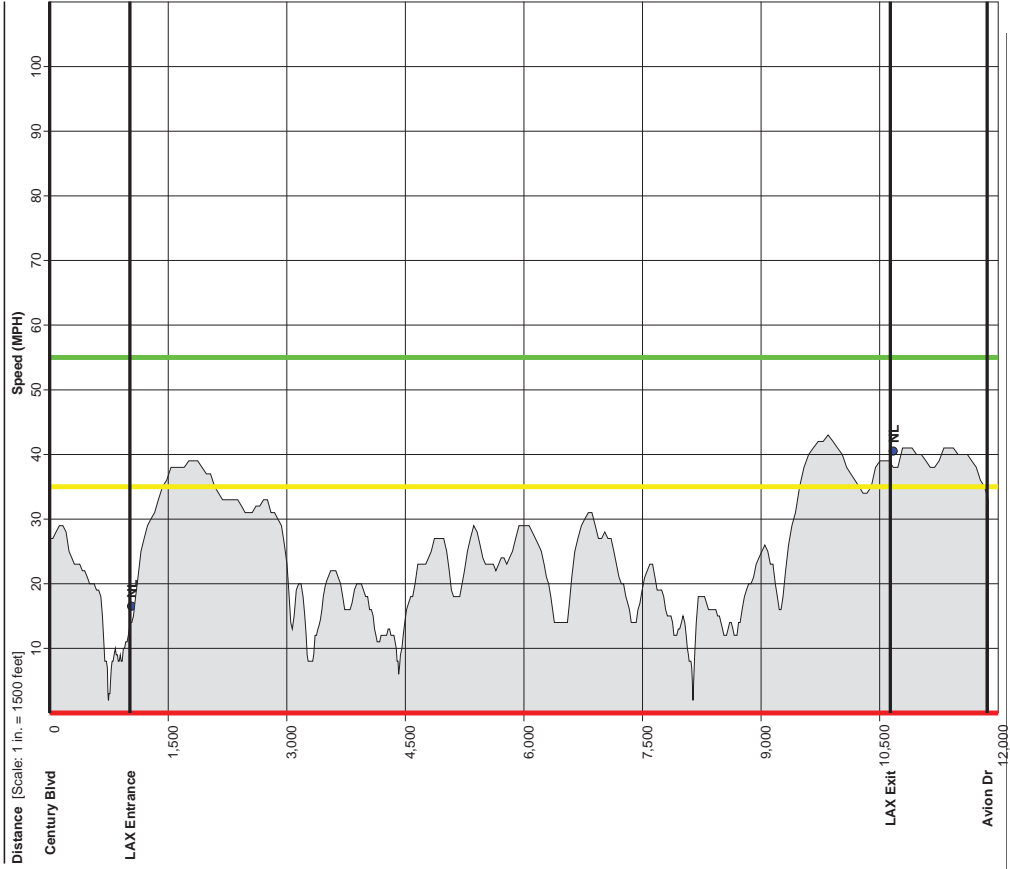


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 45

Speed Profile

Run : 14-5504 Depart-WB-010 Start Time: 08:14 (This is a Before Run)

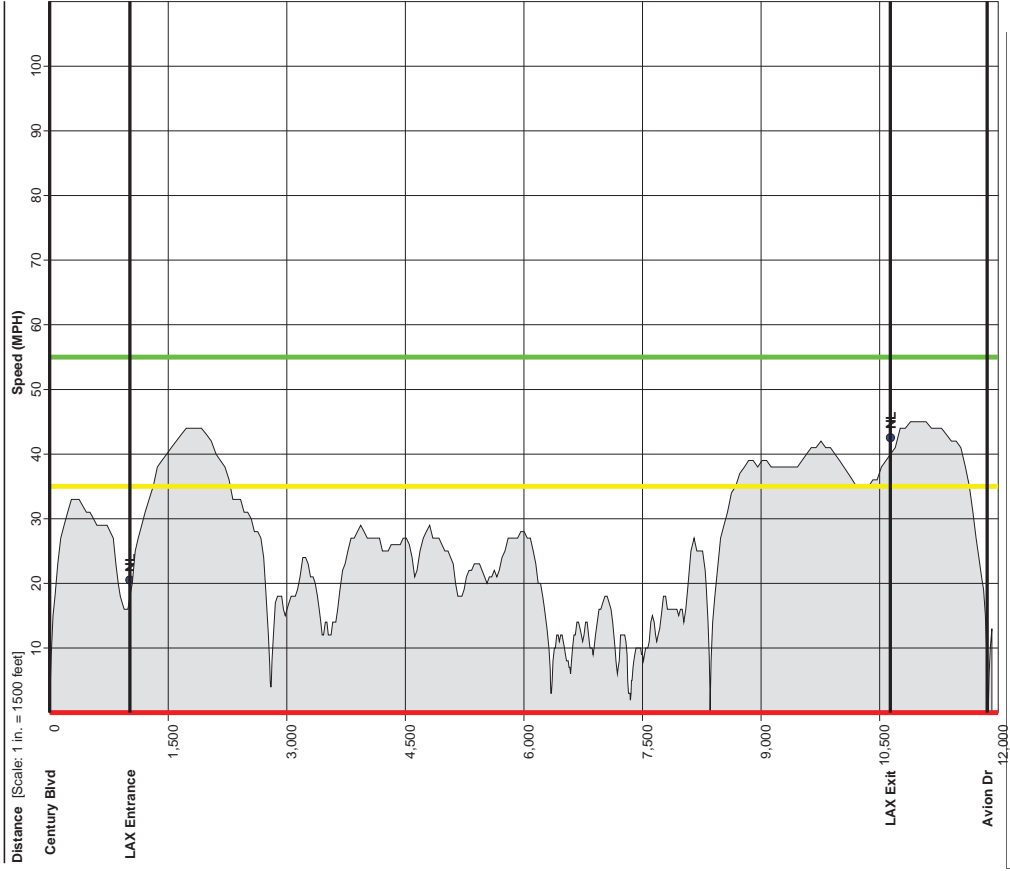


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 46

Speed Profile

Run : 14-5504 Depart-WB-011 Start Time: 08:22 (This is a Before Run)

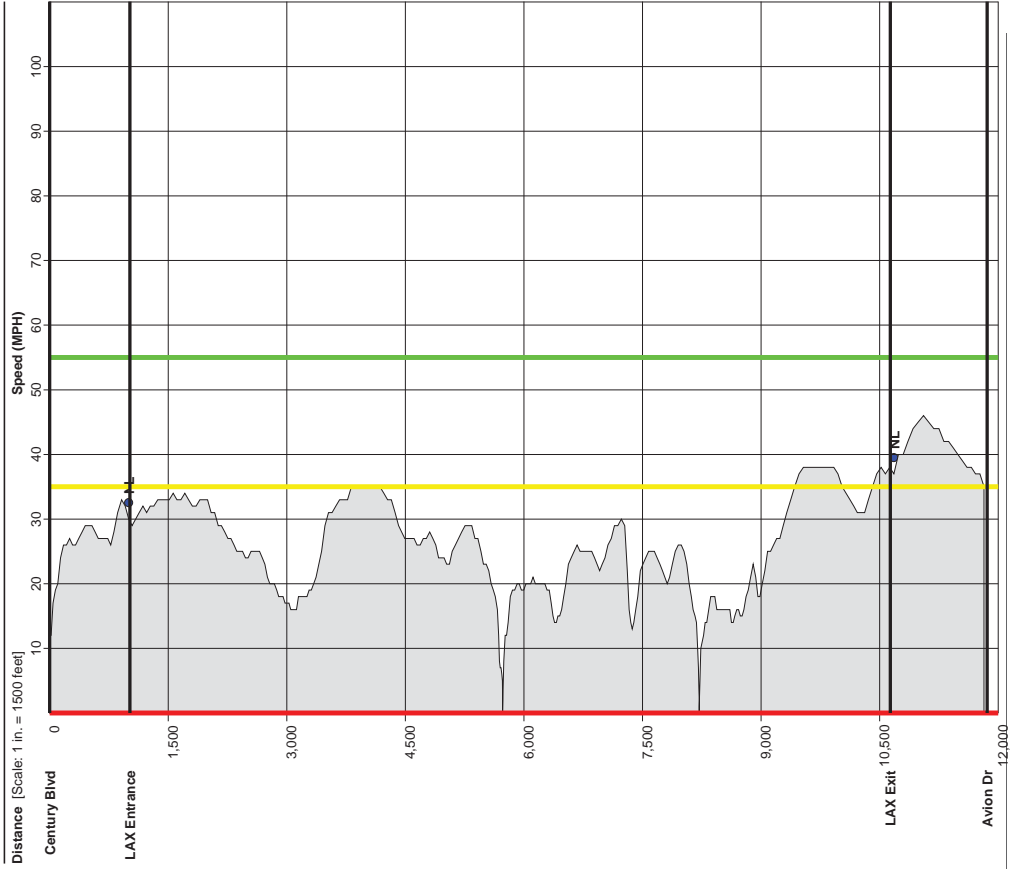


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 47

Speed Profile

Run : 14-5504 Depart-WB-012 Start Time: 08:31 (This is a Before Run)

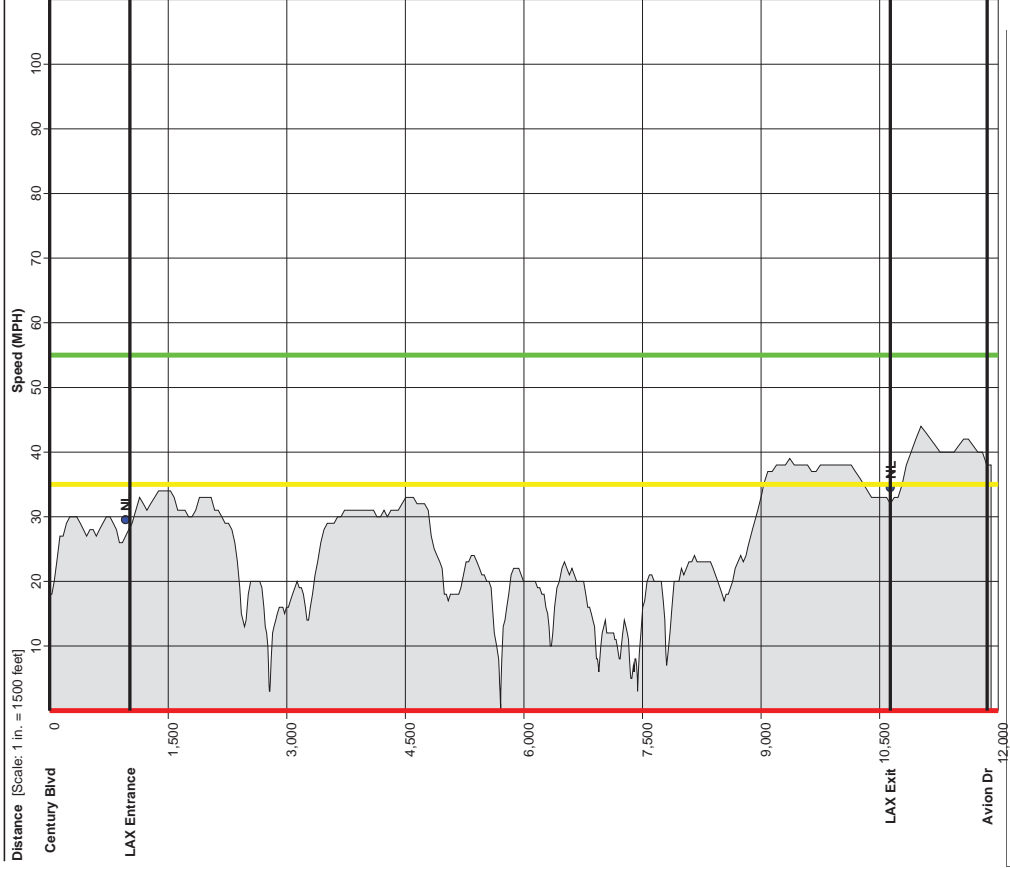


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 48

Speed Profile

Run : 14-5504 Depart-WB-013 Start Time: 08:40 (This is a Before Run)



NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 49

Speed Profile

Run : 14-5504 Depart-WB-014 Start Time: 08:49 (This is a Before Run)

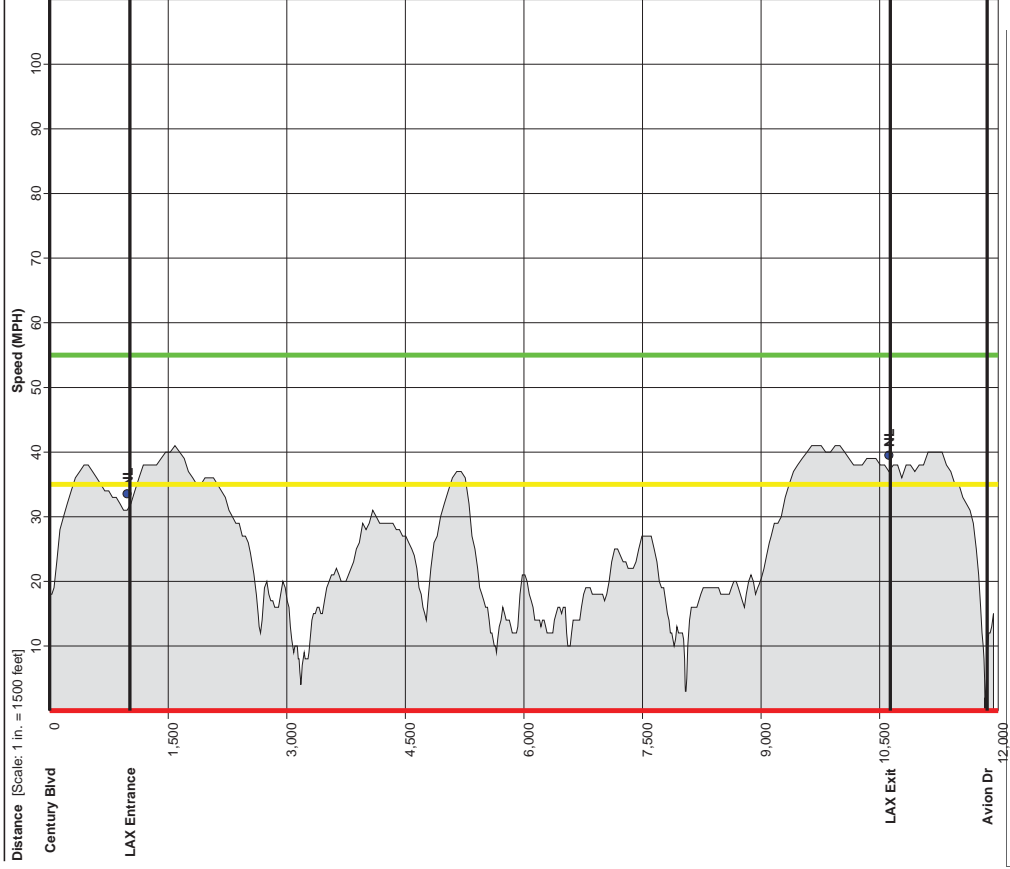


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 50

Speed Profile

Run : 14-5504 Depart-WB-015 Start Time: 08:57 (This is a Before Run)



NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 51

Speed Profile

Run : 14-5504 Depart-WB-016 Start Time: 06:12 (This is a Before Run)

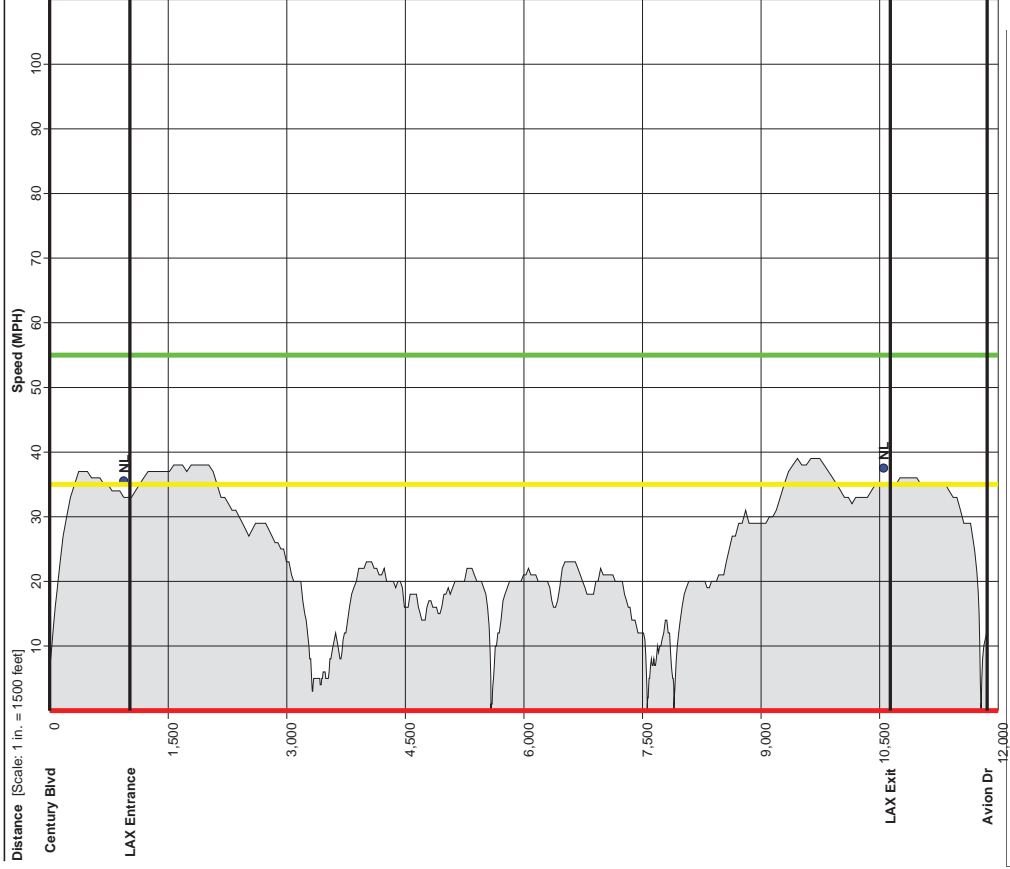


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 52

Speed Profile

Run : 14-5504 Depart-WB-017 Start Time: 06:23 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 53

Speed Profile

Run : 14-5504 Depart-WB-018 Start Time: 06:33 (This is a Before Run)



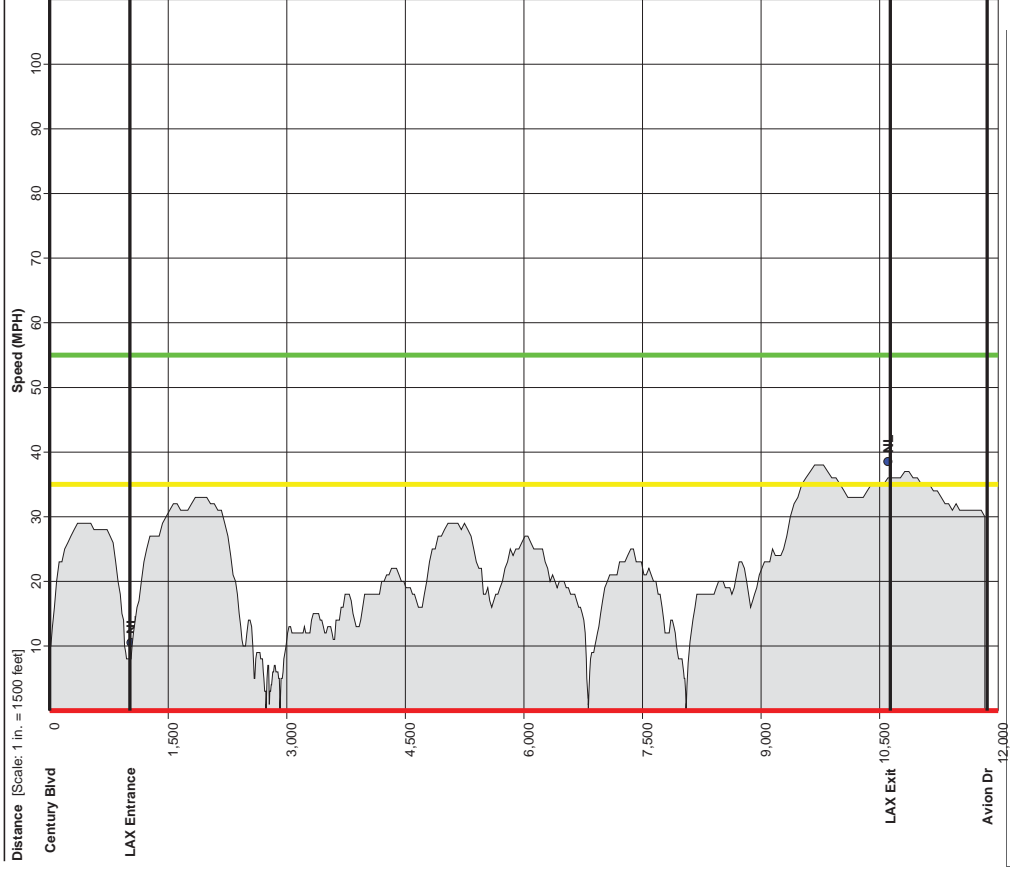
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 54

Speed Profile

Run : 14-5504 Depart-WB-019 Start Time: 06:43 (This is a Before Run)

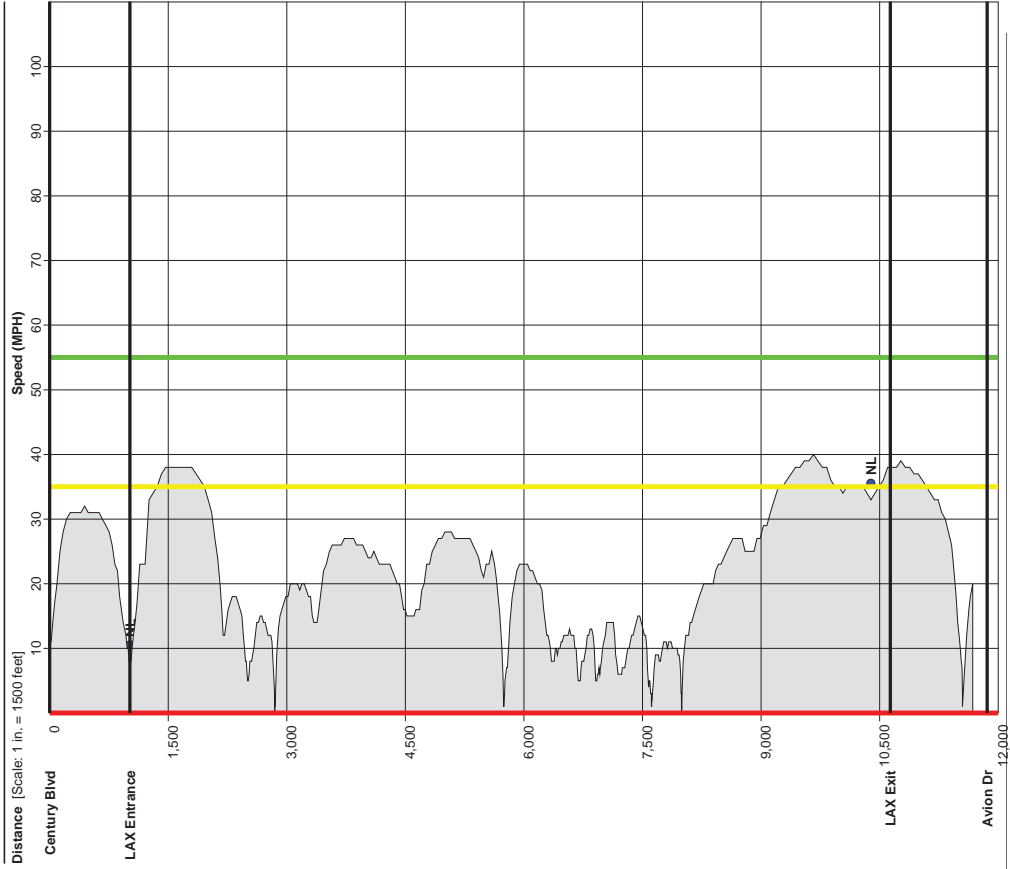


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 55

Speed Profile

Run : 14-5504 Depart-WB-020 Start Time: 06:53 (This is a Before Run)



NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 56

Speed Profile

Run : 14-5504 Depart-WB-021 Start Time: 07:06 (This is a Before Run)

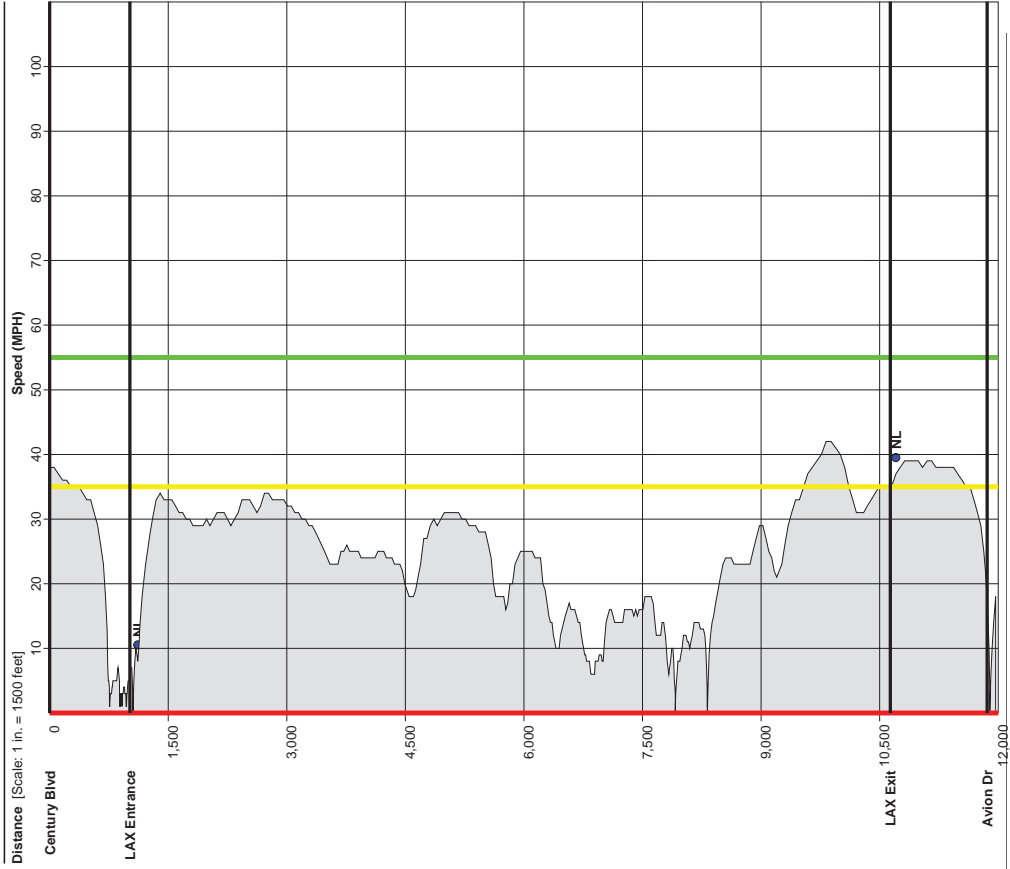


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 57

Speed Profile

Run : 14-5504 Depart-WB-022 Start Time: 07:31 (This is a Before Run)



NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 58

Speed Profile

Run : 14-5504 Depart-WB-023 Start Time: 07:41 (This is a Before Run)



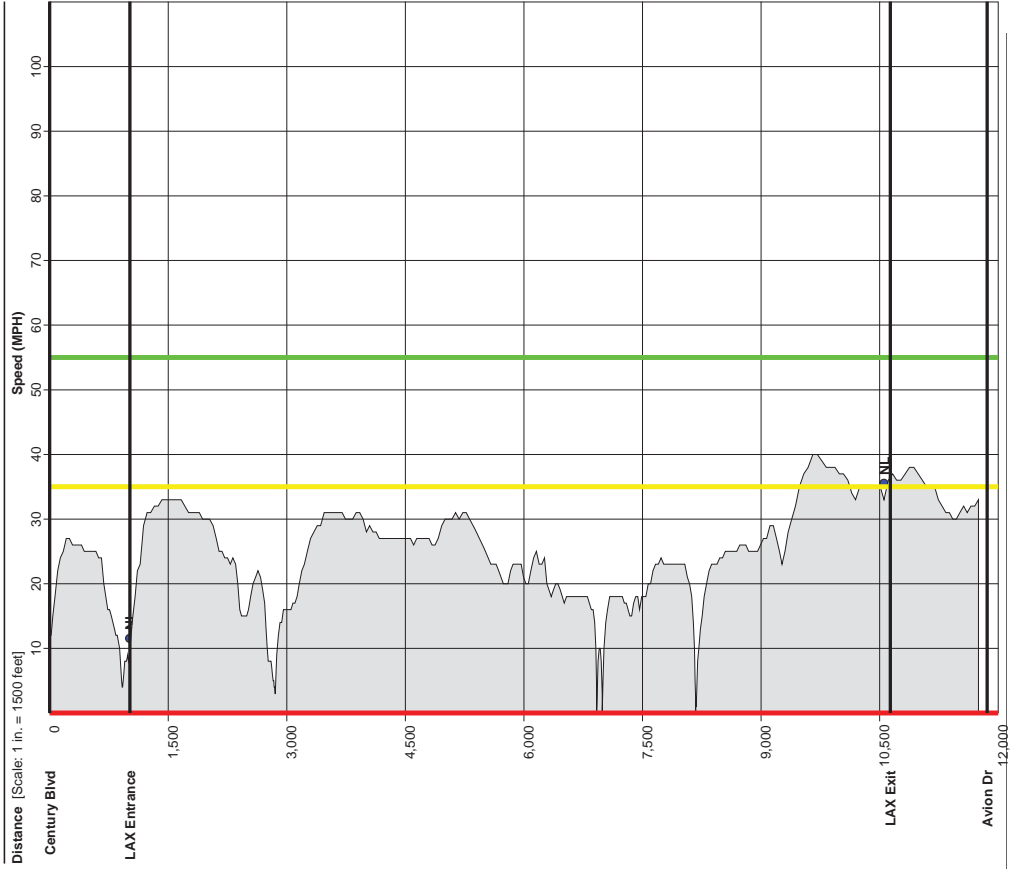
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 59

Speed Profile

Run : 14-5504 Depart-WB-024 Start Time: 07:49 (This is a Before Run)



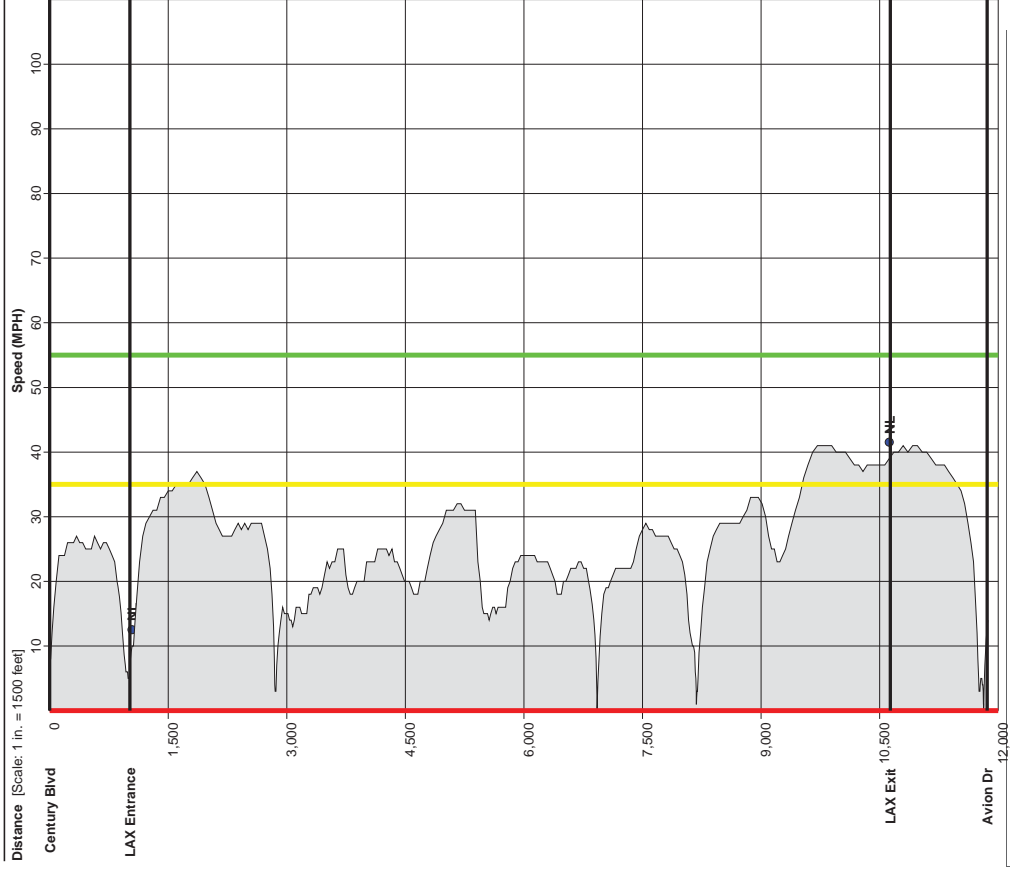
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 60

Speed Profile

Run : 14-5504 Depart-WB-025 Start Time: 07:58 (This is a Before Run)



NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 61

Speed Profile

Run : 14-5504 Depart-WB-026 Start Time: 08:06 (This is a Before Run)

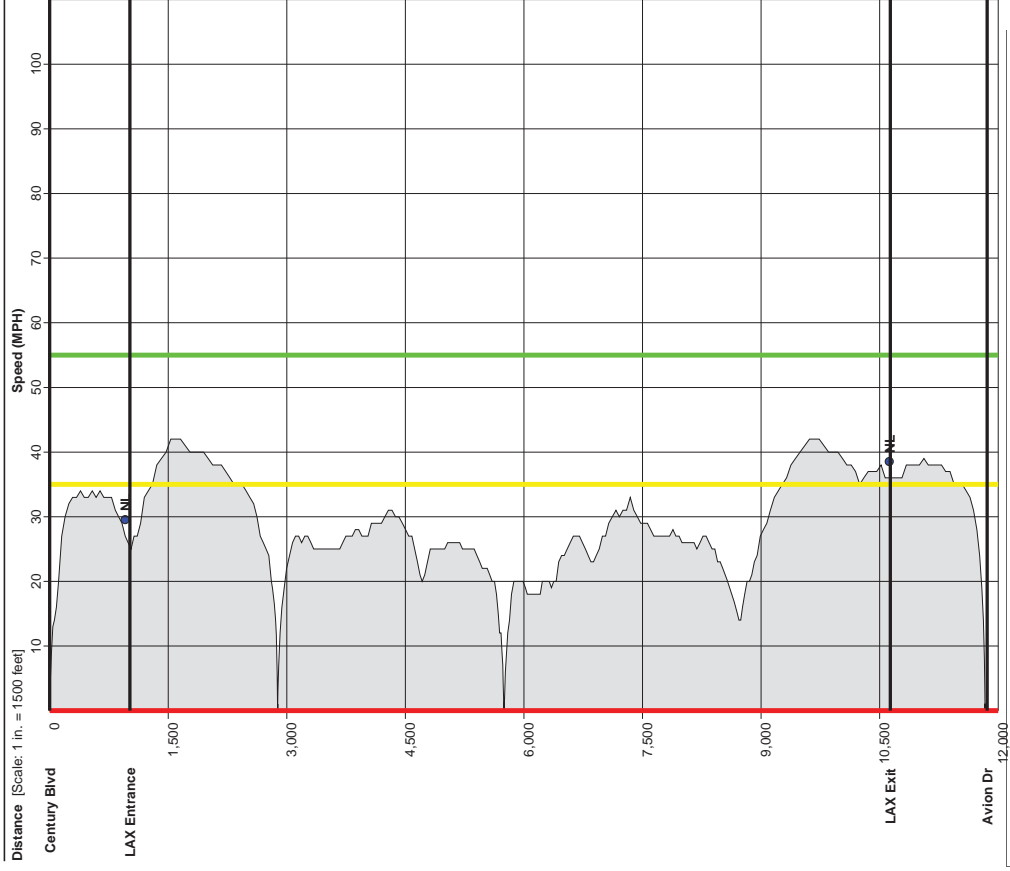


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 62

Speed Profile

Run : 14-5504 Depart-WB-027 Start Time: 08:16 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 63

Speed Profile

Run : 14-5504 Depart-WB-028 Start Time: 08:25 (This is a Before Run)



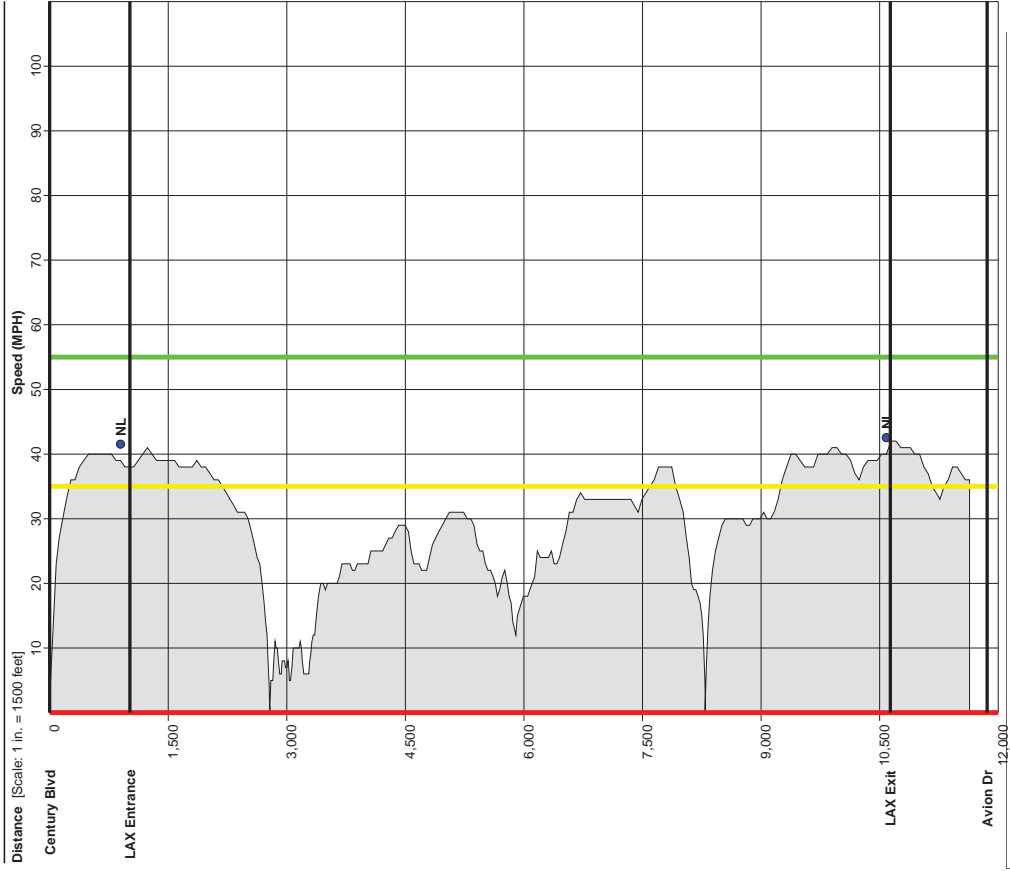
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 64

Speed Profile

Run : 14-5504 Depart-WB-029 Start Time: 08:33 (This is a Before Run)



NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 65

Speed Profile

Run : 14-5504 Depart-WB-030 Start Time: 08:42 (This is a Before Run)

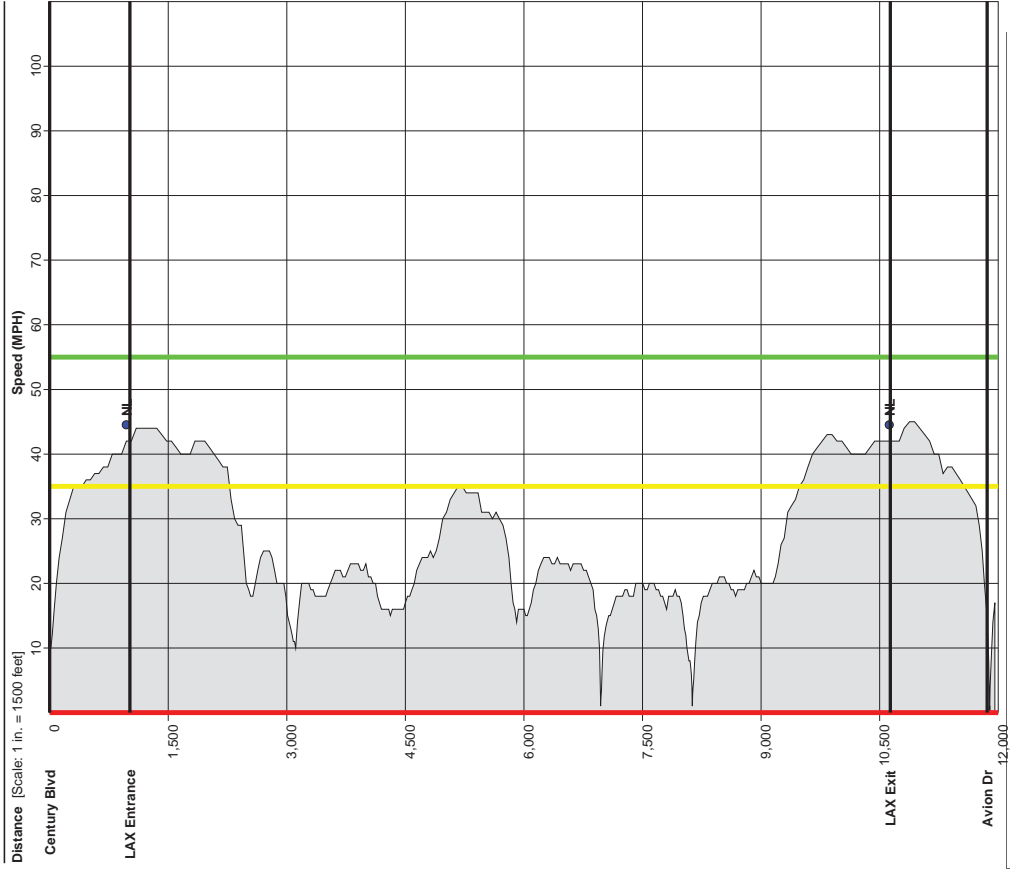


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 66

Speed Profile

Run : 14-5504 Depart-WB-031 Start Time: 08:50 (This is a Before Run)

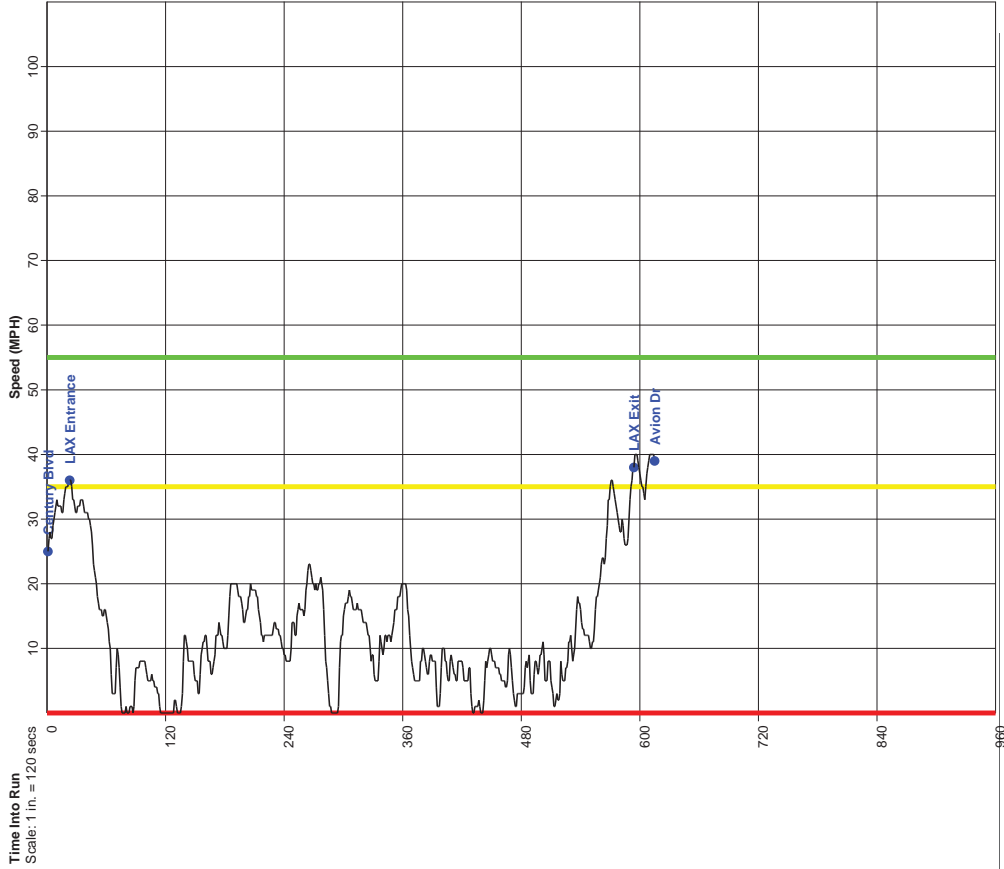


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 67

Time-Based Speed Profile

Run : 14-5504 Depart-WB-001 Start Time:06:07 (This is a Before Run)

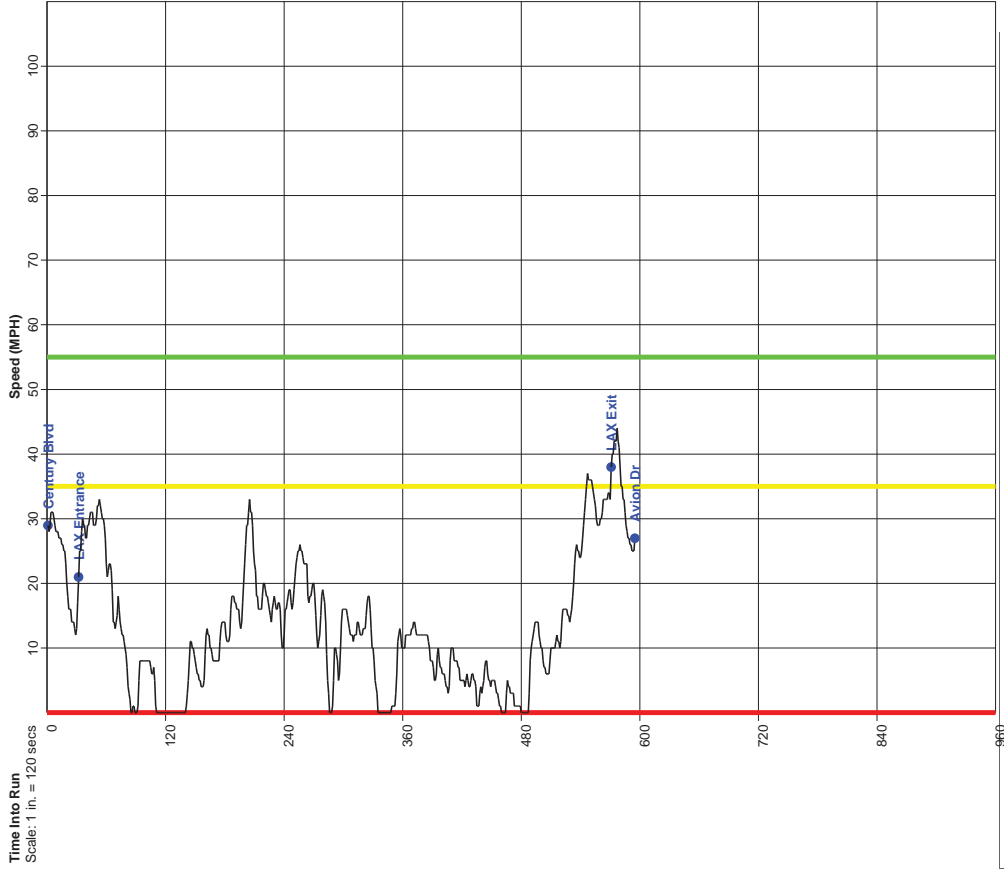


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 68

Time-Based Speed Profile

Run : 14-5504 Depart-WB-002 Start Time:06:23 (This is a Before Run)



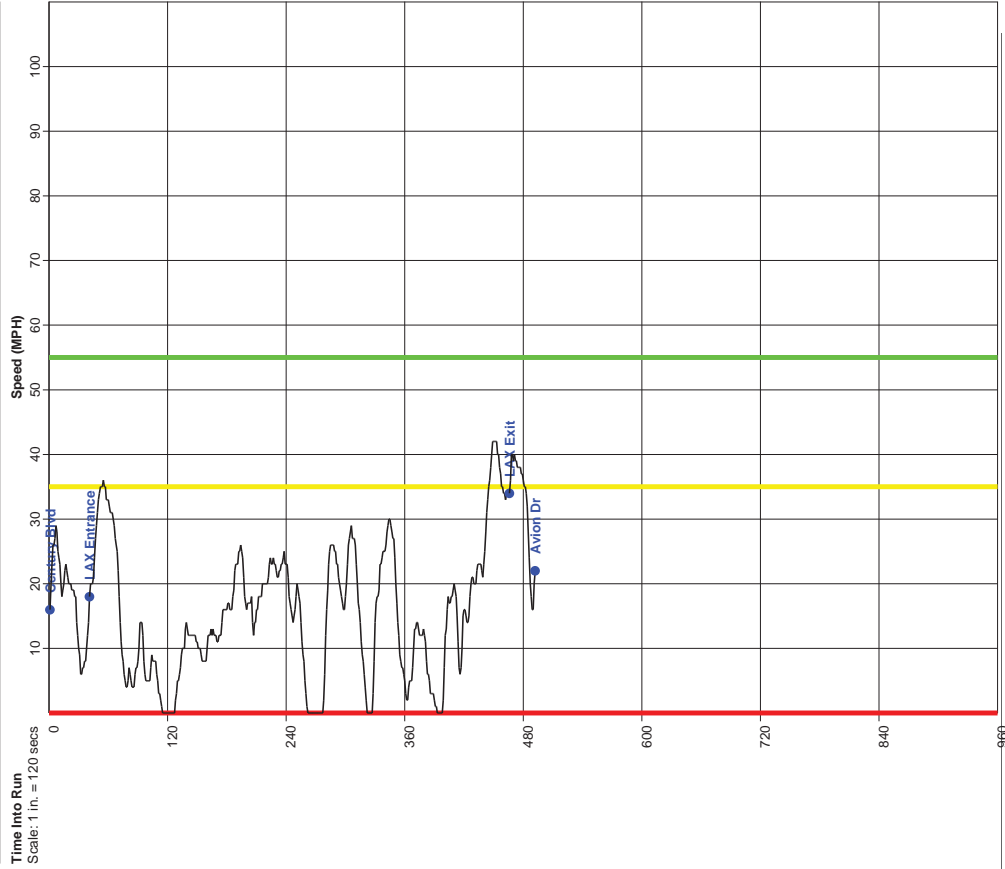
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 69

Time-Based Speed Profile

Run : 14-5504 Depart-WB-003 Start Time:06:39 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 70

Time-Based Speed Profile

Run : 14-5504 Depart-WB-004 Start Time:06:51 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 71

Time-Based Speed Profile

Run : 14-5504 Depart-WB-005 Start Time:07:06 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 72

Time-Based Speed Profile

Run : 14-5504 Depart-WB-006 Start Time:07:19 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 73

Time-Based Speed Profile

Run : 14-5504 Depart-WB-007 Start Time:07:33 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 74

Time-Based Speed Profile

Run : 14-5504 Depart-WB-008 Start Time:07:42 (This is a Before Run)



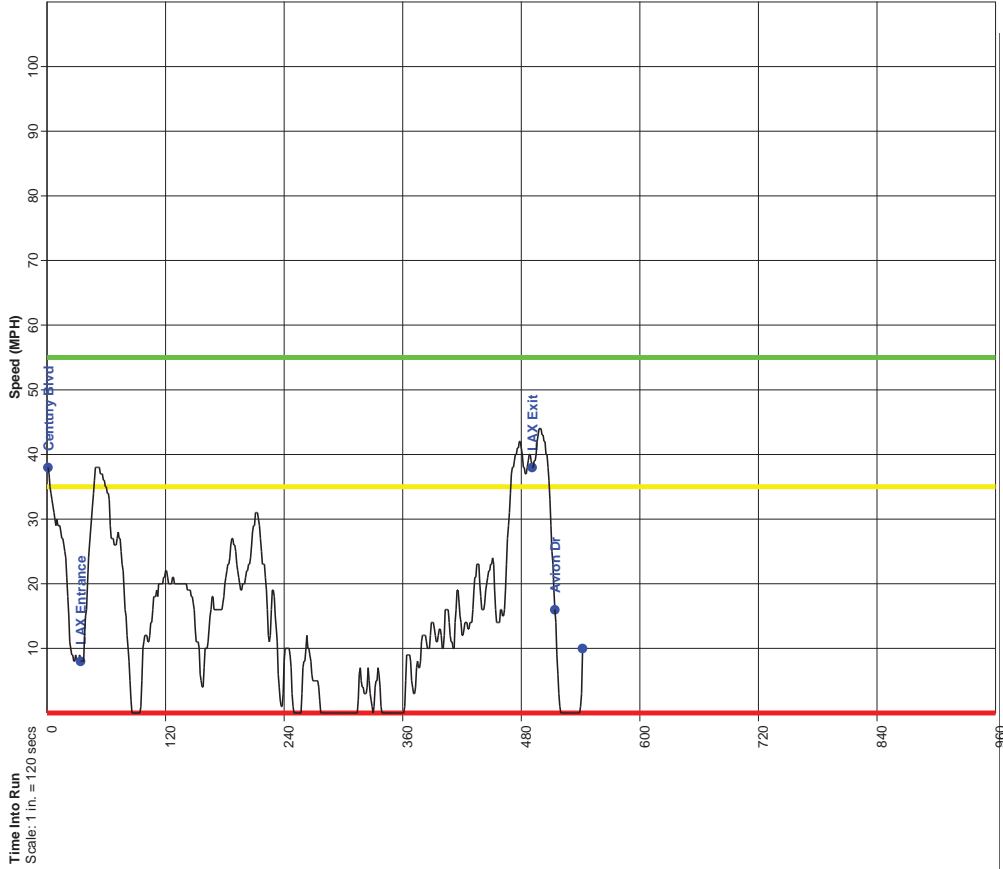
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 75

Time-Based Speed Profile

Run : 14-5504 Depart-WB-009 Start Time:07:53 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 76

Time-Based Speed Profile

Run : 14-5504 Depart-WB-010 Start Time:08:14 (This is a Before Run)



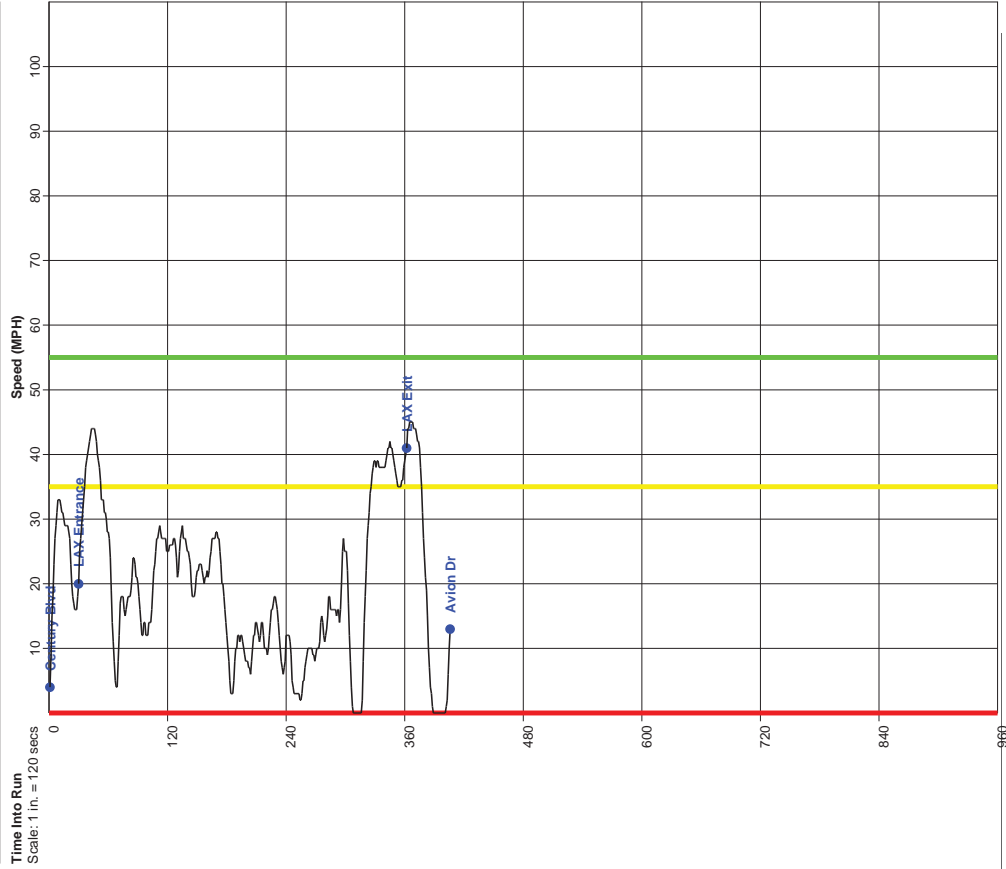
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 77

Time-Based Speed Profile

Run : 14-5504 Depart-WB-011 Start Time:08:22 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 78

Time-Based Speed Profile

Run : 14-5504 Depart-WB-012 Start Time:08:31 (This is a Before Run)



NDS

14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 79

Time-Based Speed Profile

Run : 14-5504 Depart-WB-013 Start Time:08:40 (This is a Before Run)



NDS

14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 80

Time-Based Speed Profile

Run : 14-5504 Depart-WB-014 Start Time:08:49 (This is a Before Run)



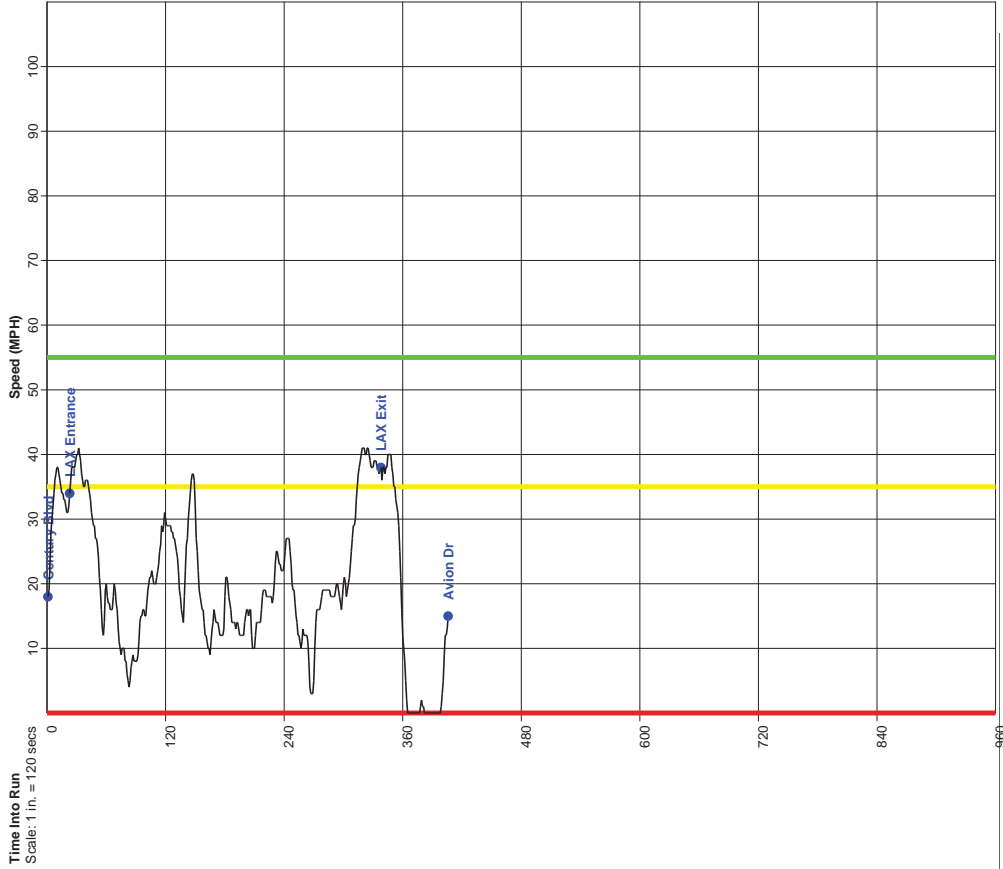
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 81

Time-Based Speed Profile

Run : 14-5504 Depart-WB-015 Start Time:08:57 (This is a Before Run)



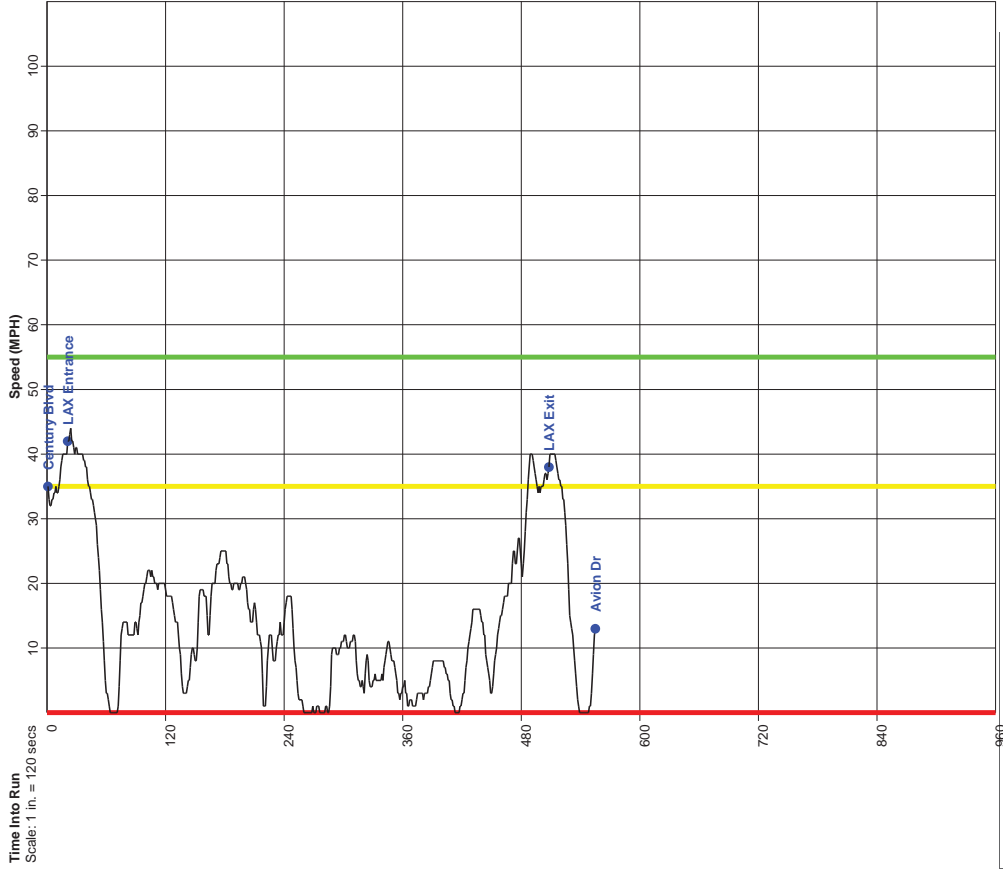
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 82

Time-Based Speed Profile

Run : 14-5504 Depart-WB-016 Start Time:06:12 (This is a Before Run)



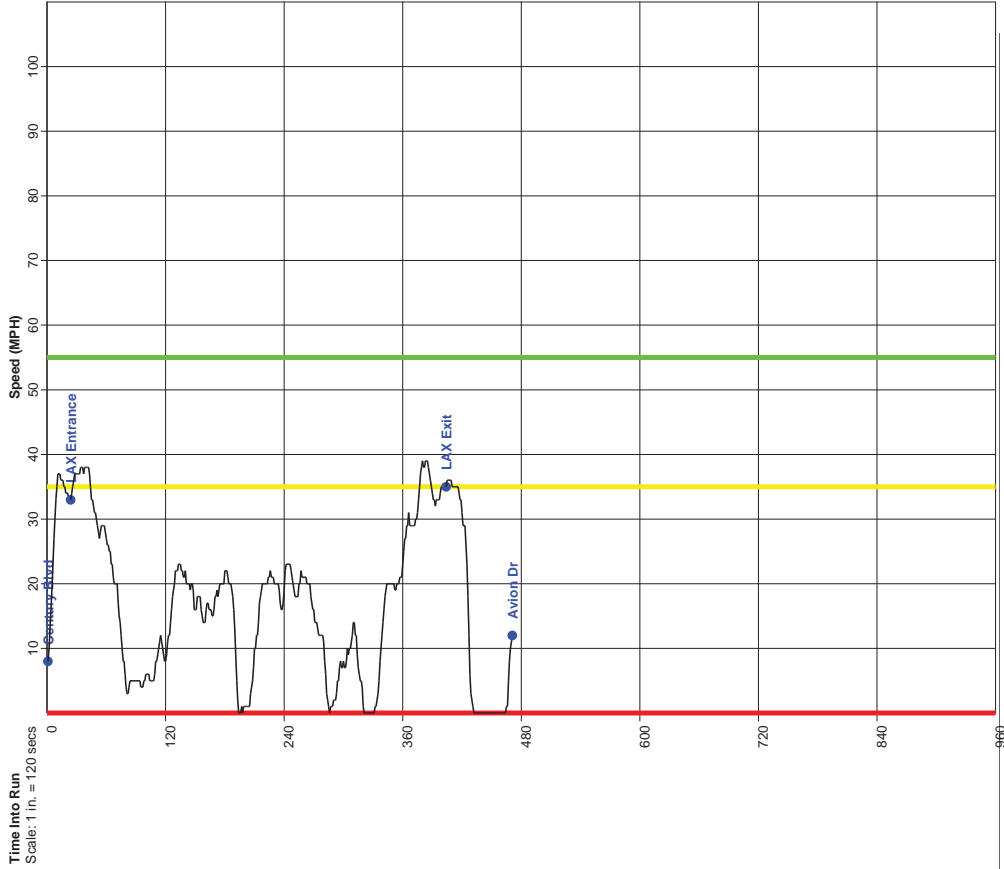
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 83

Time-Based Speed Profile

Run : 14-5504 Depart-WB-017 Start Time:06:23 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 84

Time-Based Speed Profile

Run : 14-5504 Depart-WB-018 Start Time:06:33 (This is a Before Run)



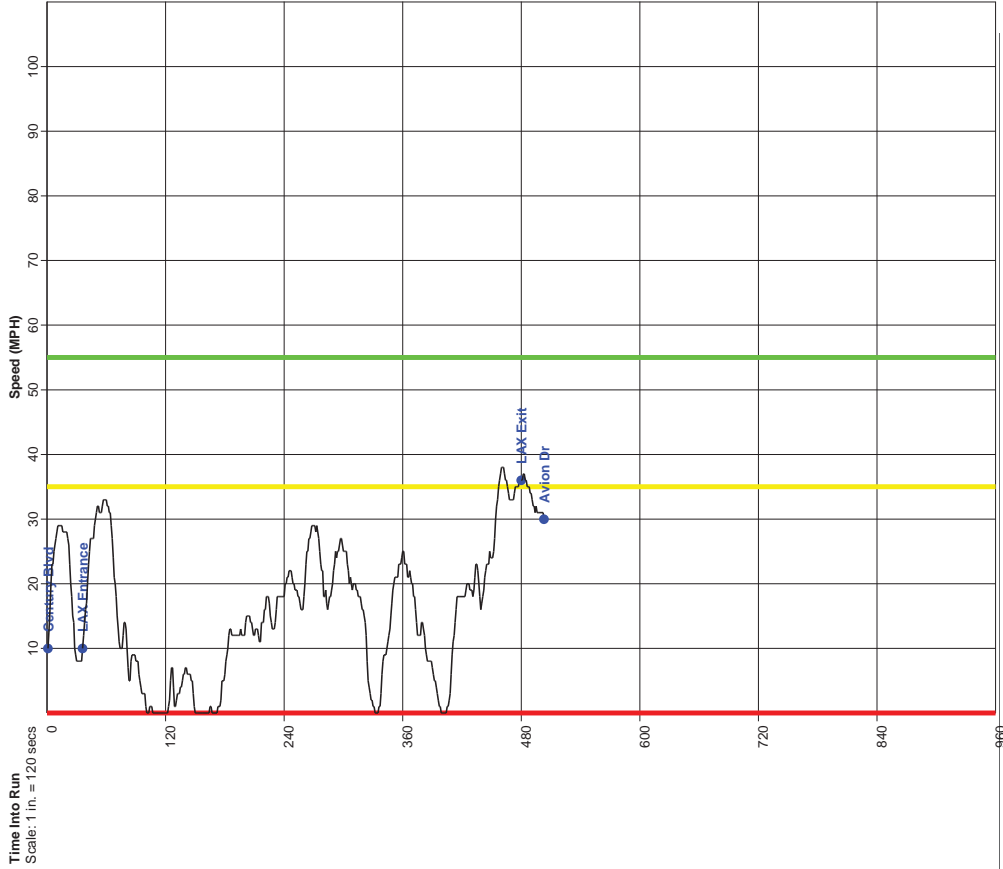
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 85

Time-Based Speed Profile

Run : 14-5504 Depart-WB-019 Start Time:06:43 (This is a Before Run)



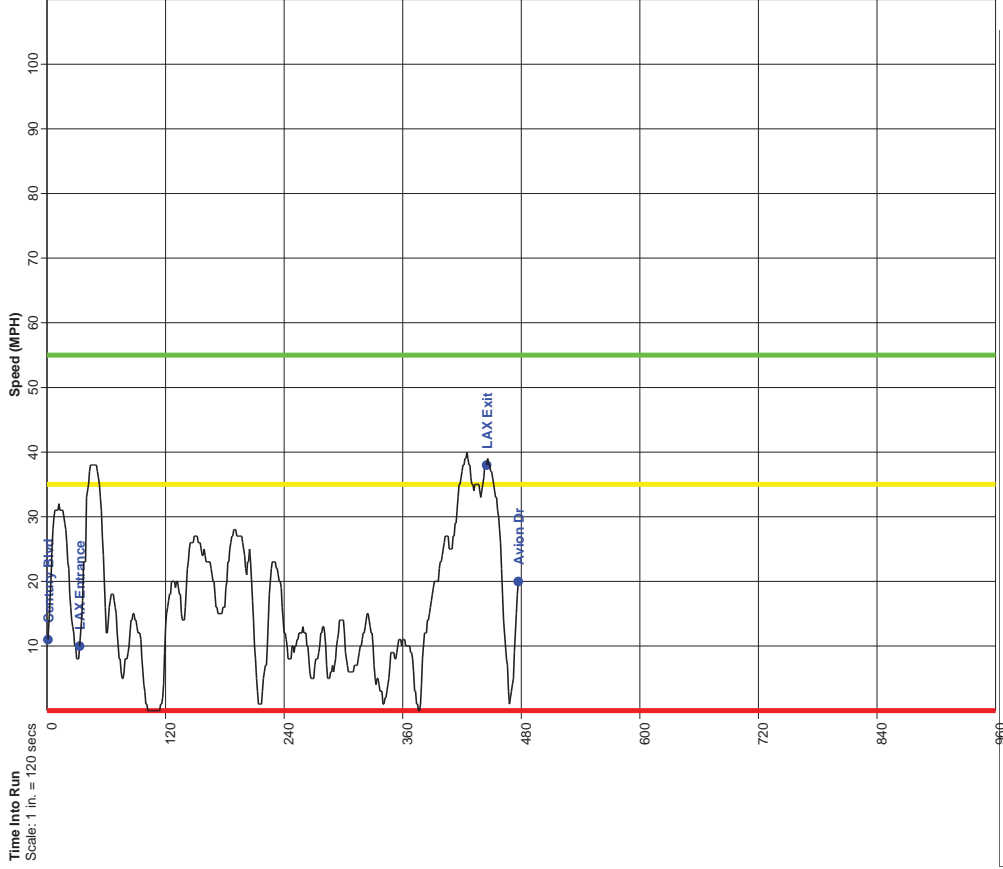
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 86

Time-Based Speed Profile

Run : 14-5504 Depart-WB-020 Start Time:06:53 (This is a Before Run)



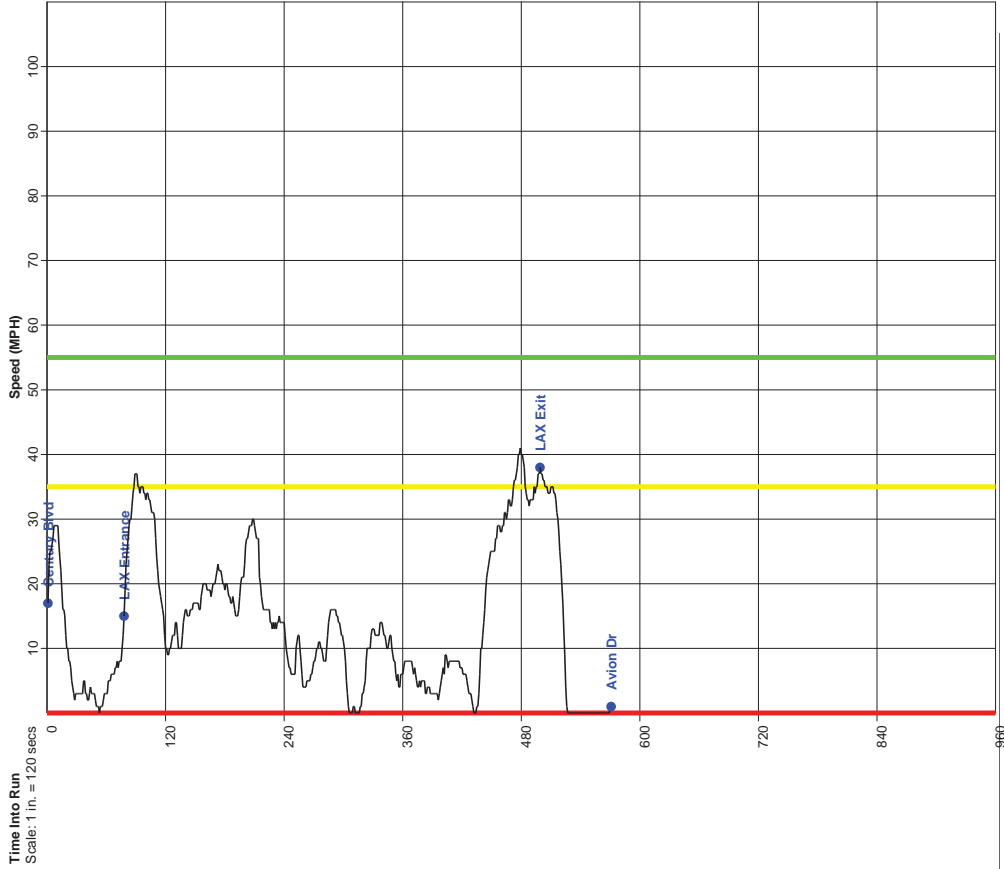
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 87

Time-Based Speed Profile

Run : 14-5504 Depart-WB-021 Start Time:07:06 (This is a Before Run)



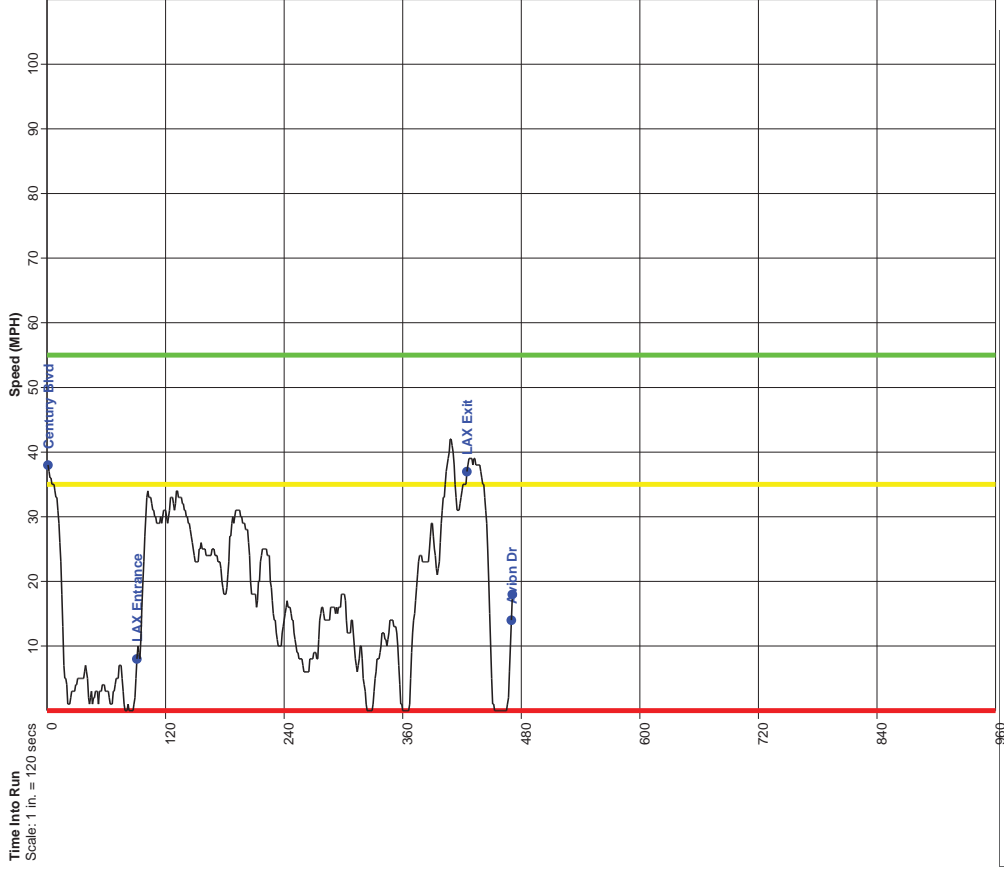
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 88

Time-Based Speed Profile

Run : 14-5504 Depart-WB-022 Start Time:07:31 (This is a Before Run)



NDS 14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 89

Time-Based Speed Profile

Run : 14-5504 Depart-WB-023 Start Time:07:41 (This is a Before Run)



NDS 14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 90

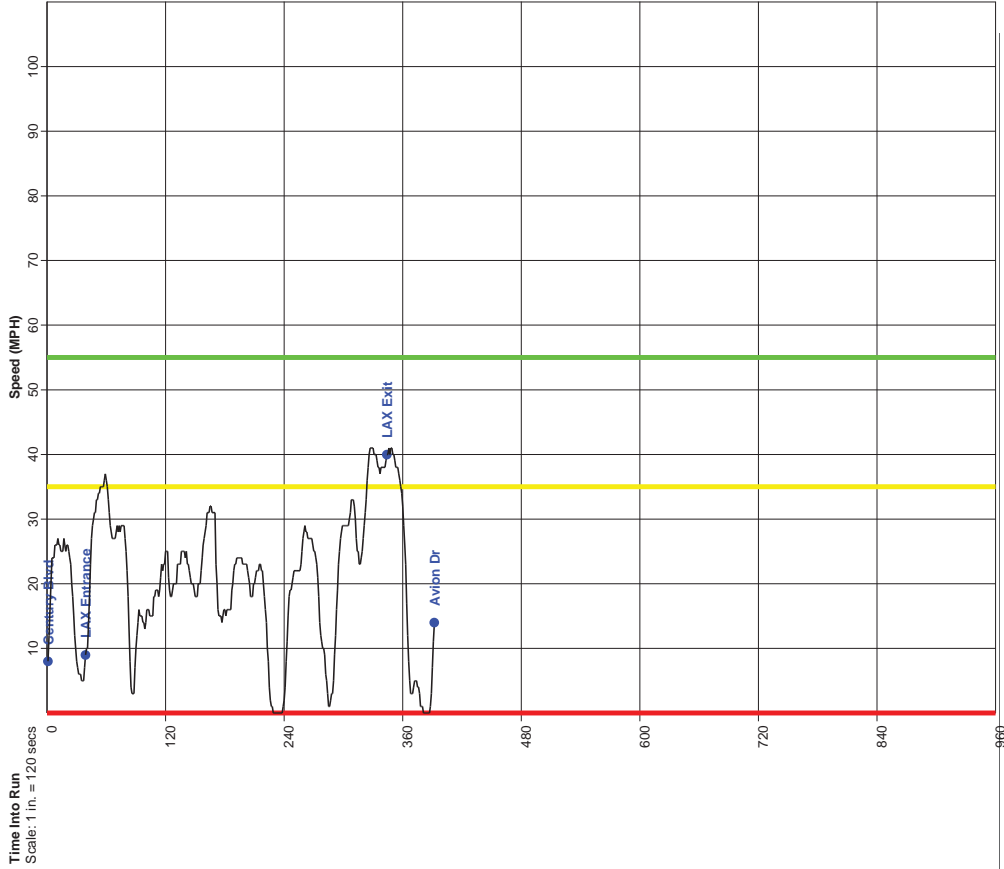
Time-Based Speed Profile

Run : 14-5504 Depart-WB-024 Start Time:07:49 (This is a Before Run)



Time-Based Speed Profile

Run : 14-5504 Depart-WB-025 Start Time:07:58 (This is a Before Run)



Time-Based Speed Profile

Run : 14-5504 Depart-WB-026 Start Time:08:06 (This is a Before Run)



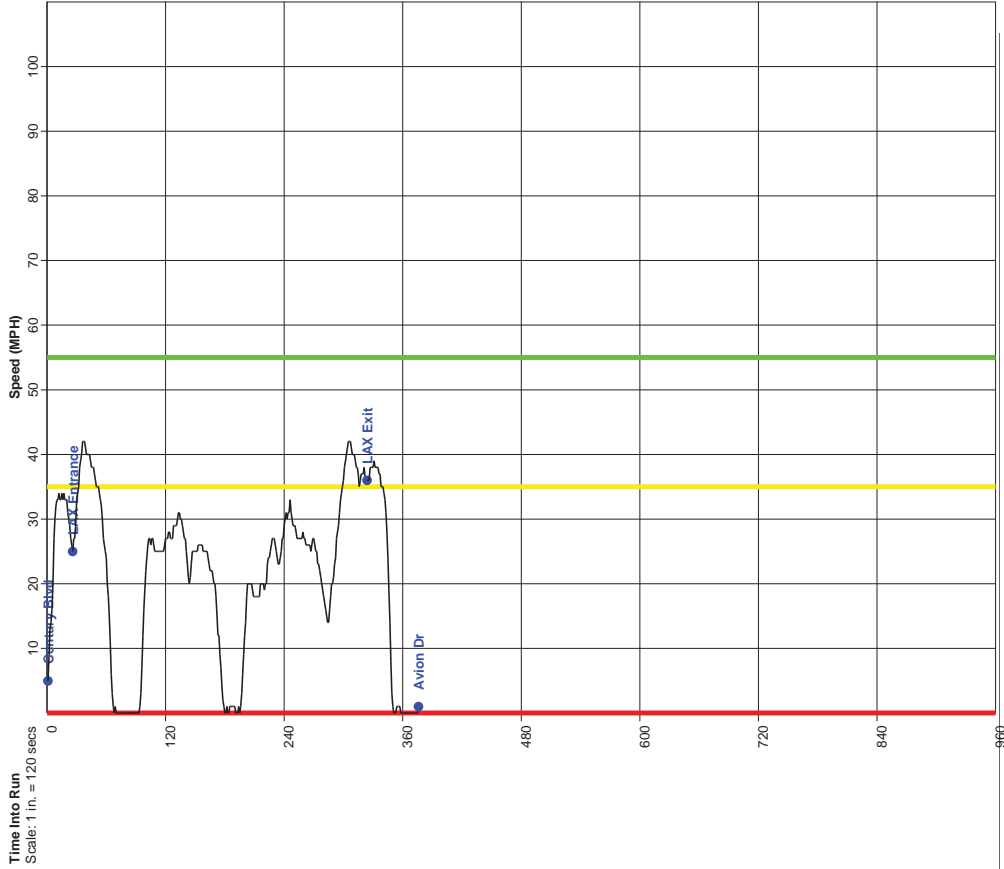
NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 93

Time-Based Speed Profile

Run : 14-5504 Depart-WB-027 Start Time:08:16 (This is a Before Run)



NDS

14-5504 Depart WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 94

Time-Based Speed Profile

Run : 14-5504 Depart-WB-028 Start Time:08:25 (This is a Before Run)

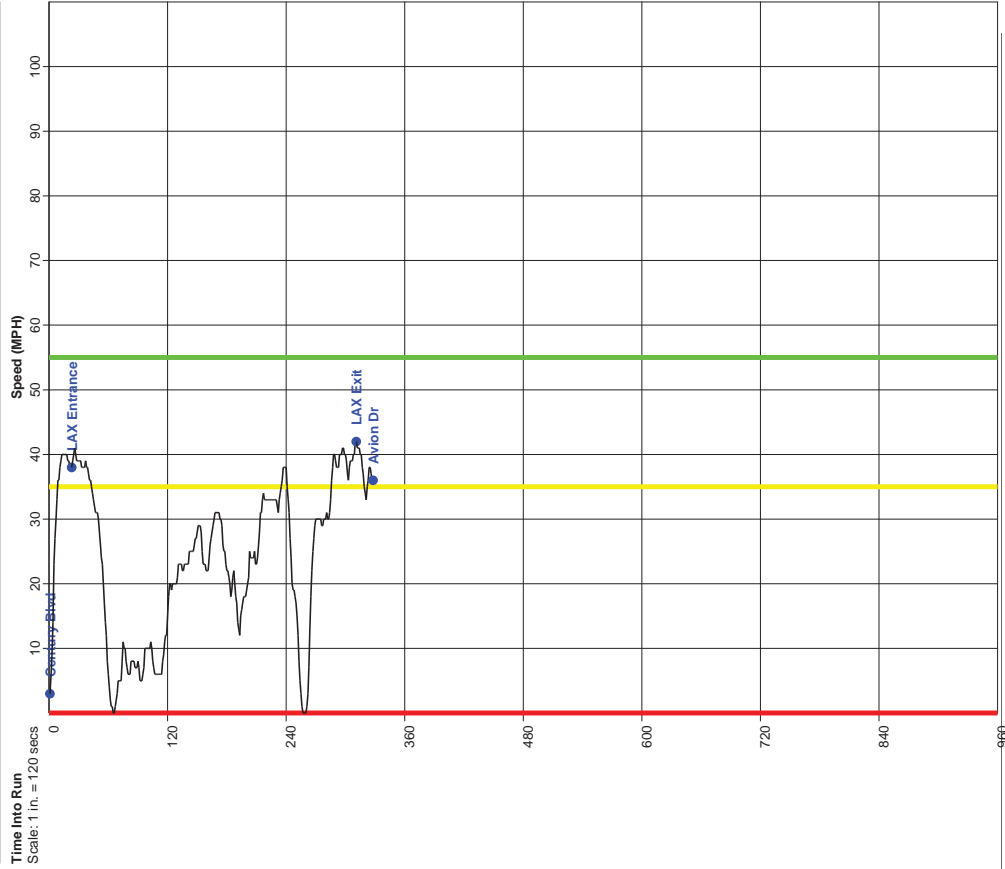


NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 95

Time-Based Speed Profile

Run : 14-5504 Depart-WB-029 Start Time:08:33 (This is a Before Run)



NDS
14-5504 Depart
WB AM

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 96

Time-Based Speed Profile

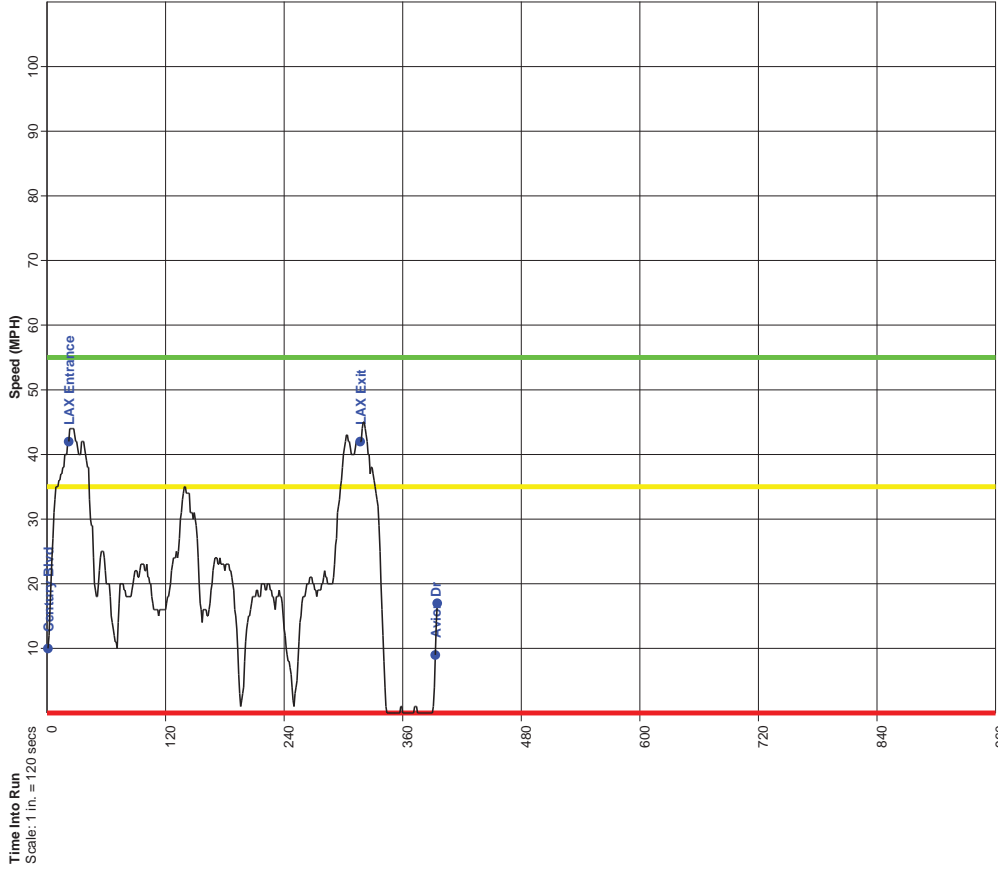
Run : 14-5504 Depart-WB-030 Start Time:08:42 (This is a Before Run)



NDS
14-5504 Depart
WB AM

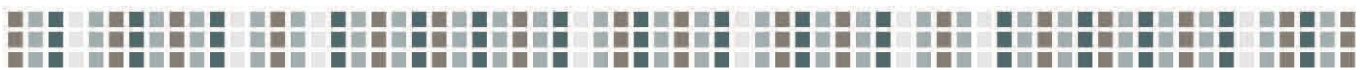
Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 97

Time-Based Speed Profile
Run : 14-5504 Depart-WB-031 Start Time:08:50 (This is a Before Run)



N.4

24-Hour Automated Traffic Tube Counts



Prepared by NBS/AVD

VOLUME

Loop Ramp from W Century Blvd to NB Sepulveda Blvd

Day: Friday
Date: 8/8/2014

City: Los Angeles
Project #: CAL14_5498_001

DAILY TOTALS												Total
AM Period		NB		SB		EB		WB		TOTAL		Total
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	142	0	268	142	12:00	0	285	0	285	285	18,022
00:15	0	123	0	251	123	12:15	0	251	0	251	251	
00:30	0	103	0	251	103	12:30	0	251	0	251	251	
00:45	0	75	443	0	246	12:45	0	246	1046	0	246	
01:00	0	63	0	266	63	13:00	0	266	0	266	266	
01:15	0	56	0	279	56	13:15	0	279	0	279	279	
01:30	0	48	0	284	48	13:30	0	284	0	284	284	
01:45	0	22	174	0	243	13:45	0	243	1036	0	243	
02:00	0	18	0	222	18	14:00	0	222	0	222	222	
02:15	0	13	0	251	13	14:15	0	251	0	251	251	
02:30	0	18	0	254	18	14:30	0	254	0	254	254	
02:45	0	17	66	0	245	14:45	0	245	972	0	245	
03:00	0	17	0	248	17	15:00	0	248	0	248	248	
03:15	0	14	0	253	14	15:15	0	253	0	253	253	
03:30	0	16	0	253	16	15:30	0	253	0	253	253	
03:45	0	26	73	0	299	15:45	0	299	1049	0	299	
04:00	0	39	0	248	39	16:00	0	248	0	248	248	
04:15	0	64	0	253	64	16:15	0	253	0	253	253	
04:30	0	94	0	268	94	16:30	0	268	0	268	268	
04:45	0	95	302	0	264	16:45	0	264	1051	0	264	
05:00	0	125	0	284	125	17:00	0	284	0	284	284	
05:15	0	125	0	284	125	17:15	0	284	0	284	284	
05:30	0	151	0	323	151	17:30	0	323	0	323	323	
05:45	0	147	545	0	293	17:45	0	293	1184	0	293	
06:00	0	145	0	269	145	18:00	0	269	0	269	269	
06:15	0	147	0	239	147	18:15	0	239	0	239	239	
06:30	0	177	0	231	177	18:30	0	231	0	231	231	
06:45	0	177	612	0	177	18:45	0	177	983	0	177	
07:00	0	184	0	190	184	19:00	0	190	0	190	190	
07:15	0	204	0	227	204	19:15	0	227	0	227	227	
07:30	0	147	0	228	147	19:30	0	228	0	228	228	
07:45	0	186	721	0	263	19:45	0	263	954	0	263	
08:00	0	86	0	242	86	20:00	0	242	0	242	242	
08:15	0	86	0	242	86	20:15	0	242	0	242	242	
08:30	0	193	0	253	193	20:30	0	253	0	253	253	
08:45	0	167	769	0	167	20:45	0	167	964	0	167	
09:00	0	191	0	234	191	21:00	0	234	0	234	234	
09:15	0	219	0	209	219	21:15	0	209	0	209	209	
09:30	0	210	0	209	210	21:30	0	209	842	0	209	
09:45	0	231	852	0	215	21:45	0	215	842	0	215	
10:00	0	250	0	207	250	22:00	0	207	0	207	207	
10:15	0	250	0	173	251	22:15	0	173	0	173	173	
10:30	0	251	0	192	251	22:30	0	192	787	0	192	
10:45	0	237	949	0	192	22:45	0	192	787	0	192	
11:00	0	209	0	191	209	23:00	0	191	0	191	191	
11:15	0	233	0	171	233	23:15	0	171	0	171	171	
11:30	0	238	0	171	238	23:30	0	171	0	171	171	
11:45	0	278	978	0	278	23:45	0	138	670	0	138	
TOTALS	6484	100.0%	6484	11588	100.0%	TOTALS	6484	11588	64.0%	6484	11588	
SPLIT %						SPLIT %						

DAILY TOTALS												Total
AM Period		NB		SB		EB		WB		TOTAL		Total
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
AM Peak Hour	11:30	1085	1130	1700	1085	PM Peak Hour	11:30	1085	1130	1700	1700	
AM PK Volume	0.910	0.910	1.085	1.184	0.910	PK Volume	0.910	0.910	1.184	1.184	1.184	
PK-Hr Factor						PK-Hr Factor					0.916	
7-9 Volume	0	0	0	0	0	4-6 Volume	0	0	0	0	2285	
8-9 Peak Hour	0	0	0	0	0	4-6 Peak Hour	0	0	0	0	1700	
7-9 Peak Hour	0	0	0	0	0	4-6 Peak Hour	0	0	0	0	1700	
PK-Hr Factor	0.883	0.883	0.916	0.916	0.883	PK-Hr Factor	0.883	0.916	0.916	0.916	0.916	

Prepared by NBS/AVD

VOLUME

Loop Ramp from W Century Blvd to NB Sepulveda Blvd

Day: Saturday
Date: 8/9/2014

City: Los Angeles
Project #: CAL14_5498_001

DAILY TOTALS												Total
AM Period		NB		SB		EB		WB		TOTAL		Total
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	155	0	127	155	12:00	0	285	0	285	285	
00:15	0	127	0	187	127	12:15	0	187	0	187	187	
00:30	0	81	0	253	81	12:30	0	253	0	253	253	
00:45	0	87	460	0	87	12:45	0	180	845	0	180	
01:00	0	74	0	210	74	13:00	0	210	0	210	210	
01:15	0	36	0	219	36	13:15	0	219	0	219	219	
01:30	0	36	0	219	36	13:30	0	219	0	219	219	
01:45	0	12	151	0	12	13:45	0	205	820	0	205	
02:00	0	10	0	170	10	14:00	0	170	0	170	170	
02:15	0	13	0	188	13	14:15	0	188	0	188	188	
02:30	0	10	0	216	10	14:30	0	216	0	216	216	
02:45	0	11	44	0	11	14:45	0	211	785	0	211	
03:00	0	13	0	222	13	15:00	0	222	0	222	222	
03:15	0	4	0	182	4	15:15	0	182	0	182	182	
03:30	0	5	0	182	5	15:30	0	182	0	182	182	
03:45	0	21	43	0	21	15:45	0	184	784	0	184	
04:00	0	28	0	214	28	16:00	0	214	0	214	214	
04:15	0	39	0	195	39	16:15	0	195	0	195	195	
04:30	0	54	0	171	54	16:30	0	171	0	171	171	
04:45	0	58	179	0	58	16:45	0	176	756	0	176	
05:00	0	89	0	176	89	17:00	0	176	0	176	176	
05:15	0	89	0	176	89	17:15	0	176	0	176	176	
05:30	0	86	0	157	86	17:30	0	157	0	157	157	
05:45	0	108	379	0	108	17:45	0	146	655	0	146	
06:00	0	113	0	167	113	18:00	0	167	0	167	167	
06:15	0	110	0	154	110	18:15	0	154	0	154	154	
06:30	0	144	0	154	144	18:30	0	154	0	154	154	
06:45	0	122	461	0	122	18:45	0	154	633	0	154	
07:00	0	144	0	158	144	19:00	0	158	0	158	158	
07:15	0	129	0	138	129	19:15	0	138	0	138	138	
07:30	0	130	0	131	130	19:30	0	131	0	131	131	
07:45	0	134	537	0	134	19:45	0	177	604	0	177	
08:00	0	136	0	175	136	20:00	0	175	0	175	175	
08:15	0	136	0	175	136	20:15	0	175	0	175	175	
08:30	0	133	0	190	133	20:30	0	190	0	190	190	
08:45	0	108	538	0	108	20:45	0	210	754	0	210	
09:00	0	149	0	158	149	21:00	0	158	0	158	158	
09:15	0	151	0	161	151	21:15	0	161	0	161	161	
09:30	0	169	0	164	169	21:30	0	164	0	164	164	
09:45	0	178	627	0	178	21:45	0	203	655	0	203	
10:00	0	192	0	172	192	22:00	0	172	0	172	172	
10:15	0	192	0	141	192	22:15	0	141	0	141	141	
10:30	0	185	0	137	185	22:30	0	137	653	0	137	
10:45	0	181	729	0	181	22:45	0	125	125	0	125	
11:00	0	183	0	142	183	23:00	0	142	0	142	142	
11:15	0	193	0	142	193	23:15	0	142	0	142	142	
11:30	0	207	780	0	207	23:30	0	142	0	142	142	
11:45	0	207	780	0	207	23:45	0	98	493	0	98	
TOTALS	4928	100.0%	4928	36.9%	4928	TOTALS	4928	8437	100.0%	4928	8437	
SPLIT %						SPLIT %						

DAILY TOTALS												Total
AM Period		NB		SB		EB		WB		TOTAL		Total
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
AM Peak Hour	11:45	872	1145	1200	872	PM Peak Hour	11:45	872	1145	1200	1200	
AM PK Volume	0.882	0.882	1.145	1.200	0.882	PK Volume	0.882	0.882	1.200	1.200	1.200	
PK-Hr Factor						PK-Hr Factor					0.885	
7-9 Volume	0	0	0	0	0	4-6 Volume	0	0	0	0	1411	
8-9 Peak Hour	0	0	0	0	0	4						

Prepared by NGS/AVD

VOLUME

Loop Ramp from W Century Blvd to NB Sepulveda Blvd

Day: Sunday
Date: 8/10/2014

City: Los Angeles
Project #: CA14_5498_001

DAILY TOTALS												Total	
AM Period	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	TOTAL
	0	16,137	0	0	0	0	0	0	0	0	0	0	16,137
04:00	0	74	0	0	0	254	0	0	0	244	0	0	244
04:15	0	93	0	0	0	227	0	0	0	227	0	0	227
04:30	0	78	321	0	0	247	972	0	0	247	972	0	247 972
04:45	0	49	0	0	0	233	0	0	0	233	0	0	233
05:00	0	31	0	0	0	229	0	0	0	229	0	0	229
05:15	0	31	0	0	0	229	0	0	0	229	0	0	229
05:30	0	19	132	0	0	210	912	0	0	210	912	0	210 912
05:45	0	13	0	0	0	256	0	0	0	256	0	0	256
06:00	0	12	0	0	0	226	0	0	0	226	0	0	226
06:15	0	10	0	0	0	233	0	0	0	233	0	0	233
06:30	0	10	0	0	0	230	0	0	0	230	0	0	230
06:45	0	7	42	0	0	207	922	0	0	207	922	0	207 922
07:00	0	8	0	0	0	229	0	0	0	229	0	0	229
07:15	0	11	0	0	0	211	0	0	0	211	0	0	211
07:30	0	12	0	0	0	221	0	0	0	221	0	0	221
07:45	0	23	54	0	0	204	915	0	0	204	915	0	204 915
08:00	0	21	0	0	0	255	0	0	0	255	0	0	255
08:15	0	46	0	0	0	211	0	0	0	211	0	0	211
08:30	0	45	0	0	0	238	0	0	0	238	0	0	238
08:45	0	60	172	0	0	257	941	0	0	257	941	0	257 941
09:00	0	70	0	0	0	263	0	0	0	263	0	0	263
09:15	0	84	0	0	0	266	0	0	0	266	0	0	266
09:30	0	92	0	0	0	229	0	0	0	229	0	0	229
09:45	0	98	350	0	0	183	931	0	0	183	931	0	183 931
10:00	0	93	0	0	0	218	0	0	0	218	0	0	218
10:15	0	111	0	0	0	218	0	0	0	218	0	0	218
10:30	0	114	0	0	0	216	0	0	0	216	0	0	216
10:45	0	114	445	0	0	246	894	0	0	246	894	0	246 894
11:00	0	144	0	0	0	204	0	0	0	204	0	0	204
11:15	0	146	0	0	0	213	0	0	0	213	0	0	213
11:30	0	146	0	0	0	225	0	0	0	225	0	0	225
11:45	0	142	578	0	0	251	893	0	0	251	893	0	251 893
12:00	0	152	0	0	0	234	0	0	0	234	0	0	234
12:15	0	146	0	0	0	268	0	0	0	268	0	0	268
12:30	0	146	0	0	0	268	0	0	0	268	0	0	268
12:45	0	159	603	0	0	254	1021	0	0	254	1021	0	254 1021
13:00	0	172	0	0	0	280	0	0	0	280	0	0	280
13:15	0	150	0	0	0	236	0	0	0	236	0	0	236
13:30	0	235	0	0	0	220	0	0	0	220	0	0	220
13:45	0	150	731	0	0	204	984	0	0	204	984	0	204 984
14:00	0	172	0	0	0	204	0	0	0	204	0	0	204
14:15	0	172	0	0	0	198	0	0	0	198	0	0	198
14:30	0	194	0	0	0	223	0	0	0	223	0	0	223
14:45	0	212	758	0	0	205	830	0	0	205	830	0	205 830
15:00	0	227	0	0	0	230	0	0	0	230	0	0	230
15:15	0	247	0	0	0	174	0	0	0	174	0	0	174
15:30	0	280	1013	0	0	143	723	0	0	143	723	0	143 723
15:45	0	280	1013	0	0	143	723	0	0	143	723	0	143 723
TOTALS		5199				10938				10938			10938
SPLIT %		100.0%				100.0%				100.0%			67.8%

DAILY TOTALS												Total	
AM Period	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	TOTAL
	0	16,137	0	0	0	0	0	0	0	0	0	0	16,137
11:30	0	1037	0	0	0	1038	0	0	0	1038	0	0	1038
10:37	0	1037	0	0	0	1038	0	0	0	1038	0	0	1038
0:926	0	0:926	0	0	0	0:927	0	0	0	0:927	0	0	0:927
7-9 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
4-6 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PK-Hr Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
7-9 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
4-6 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PK-Hr Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS		0:948				0:934				0:934			0:934
SPLIT %		0:948				0:934				0:934			0:934

Prepared by NGS/AVD

VOLUME

Loop Ramp from SB Sepulveda Blvd to W Century Blvd

Day: Friday
Date: 8/8/2014

City: Los Angeles
Project #: CA14_5498_002

DAILY TOTALS												Total	
AM Period	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	TOTAL
	0	3,374	0	0	0	0	0	0	0	0	0	0	3,374
04:00	0	14	0	0	0	12,600	0	0	0	12,600	0	0	12,600
04:15	0	18	0	0	0	12,130	0	0	0	12,130	0	0	12,130
04:30	0	14	0	0	0	12,300	0	0	0	12,300	0	0	12,300
04:45	0	14	60	0	0	12,450	148	0	0	12,450	148	0	12,450 148
05:00	0	19	0	0	0	13,000	0	0	0	13,000	0	0	13,000
05:15	0	13	0	0	0	13,115	0	0	0	13,115	0	0	13,115
05:30	0	14	0	0	0	13,800	0	0	0	13,800	0	0	13,800
05:45	0	1	40	0	0	13,450	46	186	0	13,450	46	186	13,450 46 186
06:00	0	10	0	0	0	14,000	0	0	0	14,000	0	0	14,000
06:15	0	4	0	0	0	14,115	0	0	0	14,115	0	0	14,115
06:30	0	13	0	0	0	14,300	0	0	0	14,300	0	0	14,300
06:45	0	2	29	0	0	14,450	204	0	0	14,450	204	0	14,450 204
07:00	0	4	0	0	0	15,000	0	0	0	15,000	0	0	15,000
07:15	0	5	0	0	0	15,100	0	0	0	15,100	0	0	15,100
07:30	0	5	0	0	0	15,300	0	0	0	15,300	0	0	15,300
07:45	0	2	19	0	0	15,450	17	47	0	15,450	17	47	15,450 17 47
08:00	0	4	0	0	0	16,000	0	0	0	16,000	0	0	16,000
08:15	0	9	0	0	0	16,115	0	0	0	16,115	0	0	16,115
08:30	0	6	0	0	0	16,300	0	0	0	16,300	0	0	16,300
08:45	0	4	23	0	0	16,450	36	364	0	16,450	36	364	16,450 36 364
09:00	0	11	0	0	0	17,000	0	0	0	17,000	0	0	17,000
09:15	0	11	0	0	0	17,115	0	0	0	17,115	0	0	17,115
09:30	0	13	0	0	0	17,300	0	0	0	17,300	0	0	17,300
09:45	0	14	42	0	0	17,450	109	404	0	17,450	109	404	17,450 109 404
10:00	0	13	0	0	0	18,000	0	0	0	18,000	0	0	18,000
10:15	0	12	0	0	0	18,115	0	0	0	18,115	0	0	18,115
10:30	0	17	56	0	0	18,265	17	56	0	18,265	17	56	18,265 17 56
10:45	0	15	0	0	0	19,000	0	0	0	19,000	0	0	19,000
11:00	0	20	0	0	0	19,115	0	0	0	19,115	0	0	19,115
11:15	0	20	0	0	0	19,300	0	0	0	19,300	0	0	19,300
11:30	0	28	86	0	0	19,450	47	194	0	19,450	47	194	19,450 47 194
11:45	0	27	0	0	0	20,000	0	0	0	20,000	0	0	20,000
12:00	0	31	0	0	0	20,115	0	0	0	20,115	0	0	20,115
12:15	0	33	0	0	0	20,300	0	0	0	20,300	0	0	20,300
12:30	0	33	0	0	0	20,415	0	0	0	20,415	0	0	20,415
12:45	0	38	122	0	0	20,565	40	167	0	20,565	40	167	20,565 40 167
13:00	0	38	0	0	0	21,000	0	0	0	21,000	0	0	21,000
13:15	0	34	0	0	0	21,115	0	0	0	21,115	0	0	21,115
13:30	0	34	0	0	0	21,300	0	0	0	21,300	0	0	21,300
13:45	0	38	129	0	0	21,450	39	168	0	21,450	39	168	21,450 39 168
14:00	0	38	0	0	0	22,000	0	0	0	22,000	0	0	22,000
14:15	0	38	0	0	0	22,115							

Prepared by NGS/AVD

VOLUME

Loop Ramp from SB Sepulveda Blvd to W Century Blvd

City: Los Angeles
Project #: CAL4_5498_002

Day: Saturday
Date: 8/9/2014

DAILY TOTALS												Total		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	Total		
	2,470					0					2,470			
00:00	19	0	0	0	19	12:00	37	0	0	0	37	37		
00:15	17	0	0	0	17	12:15	35	0	0	0	35	35		
00:30	19	0	0	0	19	12:30	21	0	0	0	21	21		
00:45	21	76	0	0	21	12:45	37	120	0	0	37	120		
01:00	17	0	0	0	17	13:00	35	0	0	0	35	35		
01:15	8	0	0	0	8	13:15	32	0	0	0	32	32		
01:30	13	0	0	0	13	13:30	38	0	0	0	38	38		
01:45	13	48	0	0	13	13:45	38	146	0	0	38	146		
02:00	8	0	0	0	8	14:00	34	0	0	0	34	34		
02:15	5	0	0	0	5	14:15	36	0	0	0	36	36		
02:30	6	0	0	0	6	14:30	23	0	0	0	23	23		
02:45	4	23	0	0	4	14:45	35	128	0	0	35	128		
03:00	7	0	0	0	7	15:00	34	0	0	0	34	34		
03:15	5	0	0	0	5	15:15	46	0	0	0	46	46		
03:30	8	0	0	0	8	15:30	26	0	0	0	26	26		
03:45	7	27	0	0	7	15:45	42	146	0	0	42	146		
04:00	7	0	0	0	7	16:00	37	0	0	0	37	37		
04:15	5	0	0	0	5	16:15	52	0	0	0	52	52		
04:30	7	0	0	0	7	16:30	46	0	0	0	46	46		
04:45	6	25	0	0	6	16:45	33	185	0	0	33	185		
05:00	11	0	0	0	11	17:00	36	0	0	0	36	36		
05:15	11	0	0	0	11	17:15	36	0	0	0	36	36		
05:30	7	0	0	0	7	17:30	40	0	0	0	40	40		
05:45	10	32	0	0	10	17:45	46	165	0	0	46	165		
06:00	10	0	0	0	10	18:00	40	0	0	0	40	40		
06:15	7	0	0	0	7	18:15	56	0	0	0	56	56		
06:30	15	42	0	0	15	18:30	42	187	0	0	42	187		
06:45	15	42	0	0	15	18:45	42	187	0	0	42	187		
07:00	20	0	0	0	20	19:00	33	0	0	0	33	33		
07:15	13	0	0	0	13	19:15	40	0	0	0	40	40		
07:30	13	0	0	0	13	19:30	43	0	0	0	43	43		
07:45	18	64	0	0	18	19:45	33	149	0	0	33	149		
08:00	24	0	0	0	24	20:00	41	0	0	0	41	41		
08:15	24	0	0	0	24	20:15	41	0	0	0	41	41		
08:30	19	0	0	0	19	20:30	42	0	0	0	42	42		
08:45	19	88	0	0	19	20:45	49	173	0	0	49	173		
09:00	13	0	0	0	13	21:00	30	0	0	0	30	30		
09:15	24	0	0	0	24	21:15	38	0	0	0	38	38		
09:30	24	0	0	0	24	21:30	45	0	0	0	45	45		
09:45	16	83	0	0	16	21:45	43	138	0	0	43	138		
10:00	16	0	0	0	16	22:00	33	0	0	0	33	33		
10:15	29	0	0	0	29	22:15	26	0	0	0	26	26		
10:30	30	0	0	0	30	22:30	29	0	0	0	29	29		
10:45	26	101	0	0	26	22:45	21	118	0	0	21	118		
11:00	20	0	0	0	20	23:00	27	0	0	0	27	27		
11:15	31	0	0	0	31	23:15	31	0	0	0	31	31		
11:30	23	97	0	0	23	23:30	24	109	0	0	24	109		
11:45	23	97	0	0	23	23:45	24	109	0	0	24	109		
TOTALS	706	100.0%			706	TOTALS	1764	100.0%			1764	1764		
SPLIT %	100.0%				28.6%	SPLIT %	100.0%			71.4%	71.4%			

DAILY TOTALS												Total		
AM Peak Hour	NB	SB	EB	WB	TOTAL	PM Peak Hour	NB	SB	EB	WB	TOTAL	Total		
	2,470					0					2,470			
AM Peak Hour	11:30				11:30	PM Peak Hour	16:15				16:15	16:15		
AM PK Volume	108				108	PM PK Volume	191				191	191		
PK-Hr Factor	0.771				0.771	PK-Hr Factor	0.918				0.918	0.918		
7-9 Volume	152				152	4-6 Volume	350				350	350		
8-9 Peak Hour	08:00				08:00	6-8 Peak Hour	16:15				16:15	16:15		
7-9 Peak Hour	07:45				07:45	4-6 Peak Hour	16:15				16:15	16:15		
PK-Hr Factor	0.759				0.759	PK-Hr Factor	0.918				0.918	0.918		

Prepared by NGS/AVD

VOLUME

Loop Ramp from SB Sepulveda Blvd to W Century Blvd

City: Los Angeles
Project #: CAL4_5498_002

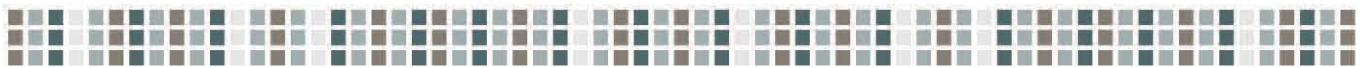
Day: Sunday
Date: 8/10/2014

DAILY TOTALS												Total		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	Total		
	2,242					0					2,242			
00:00	15	0	0	0	15	12:00	20	0	0	0	20	20		
00:15	13	0	0	0	13	12:15	17	0	0	0	17	17		
00:30	16	0	0	0	16	12:30	23	0	0	0	23	23		
00:45	24	78	0	0	24	12:45	37	117	0	0	37	117		
01:00	17	0	0	0	17	13:00	35	0	0	0	35	35		
01:15	14	0	0	0	14	13:15	29	0	0	0	29	29		
01:30	11	0	0	0	11	13:30	32	0	0	0	32	32		
01:45	3	45	0	0	3	13:45	32	129	0	0	32	129		
02:00	13	0	0	0	13	14:00	30	0	0	0	30	30		
02:15	9	0	0	0	9	14:15	37	0	0	0	37	37		
02:30	5	0	0	0	5	14:30	31	0	0	0	31	31		
02:45	10	37	0	0	10	14:45	28	126	0	0	28	126		
03:00	7	0	0	0	7	15:00	34	0	0	0	34	34		
03:15	5	0	0	0	5	15:15	45	0	0	0	45	45		
03:30	2	0	0	0	2	15:30	35	0	0	0	35	35		
03:45	3	19	0	0	3	15:45	28	120	0	0	28	120		
04:00	10	0	0	0	10	16:00	30	0	0	0	30	30		
04:15	5	0	0	0	5	16:15	26	0	0	0	26	26		
04:30	7	0	0	0	7	16:30	45	0	0	0	45	45		
04:45	8	28	0	0	8	16:45	27	128	0	0	27	128		
05:00	9	0	0	0	9	17:00	47	0	0	0	47	47		
05:15	9	0	0	0	9	17:15	37	0	0	0	37	37		
05:30	9	0	0	0	9	17:30	46	0	0	0	46	46		
05:45	10	33	0	0	10	17:45	33	163	0	0	33	163		
06:00	14	0	0	0	14	18:00	43	0	0	0	43	43		
06:15	8	0	0	0	8	18:15	39	0	0	0	39	39		
06:30	9	0	0	0	9	18:30	54	0	0	0	54	54		
06:45	9	40	0	0	9	18:45	54	164	0	0	54	164		
07:00	13	0	0	0	13	19:00	45	0	0	0	45	45		
07:15	6	0	0	0	6	19:15	38	0	0	0	38	38		
07:30	13	0	0	0	13	19:30	41	0	0	0	41	41		
07:45	7	39	0	0	7	19:45	37	161	0	0	37	161		
08:00	20	0	0	0	20	20:00	37	0	0	0	37	37		
08:15	20	0	0	0	20	20:15	37	0	0	0	37	37		
08:30	15	0	0	0	15	20:30	42	0	0	0	42	42		
08:45	14	58	0	0	14	20:45	54	170	0	0	54	170		
09:00	12	0	0	0	12	21:00	29	0	0	0	29	29		
09:15	18	0	0	0	18	21:15	36	0	0	0	36	36		
09:30	19	0	0	0	19	21:30	32	0	0	0	32	32		
09:45	13	69	0	0	13	21:45	69	127	0	0	69	127		
10:00	13	0	0	0	13	22:00	21	0	0	0	21	21		
10:15	30	0	0	0	30	22:15	33	0	0	0	33	33		
10:30	20	0	0	0	20	22:30	35	0	0	0	35	35		
10:45	23	86	0	0	23	22:45	22	111	0	0	22	111		
11:00	20	0	0	0	20	23:00	21	0	0	0	21	21		
11:15	28	0	0	0	28	23:15	25	0	0	0	25	25		
11:30	17	0	0	0	17	23:30	25	0	0	0	25	25		
11:45	35	100	0	0	35	23:45	23	94	0	0	23	94		
TOTALS	632	100.0%			632	TOTALS	1610	100.0%			1610	1610		
SPLIT %	100.0%				28.2%	SPLIT %	100.0%			71.8%	71.8%			

DAILY TOTALS												Total		
AM Peak Hour	NB	SB	EB	WB	TOTAL	PM Peak Hour	NB	SB	EB	WB	TOTAL	Total		
	2,242					0					2,242			
AM Peak Hour	11:45				11:45	PM Peak Hour	18:45				18:45	18:45		
AM PK Volume	115				115	PM PK Volume	178				178	178		
PK-Hr Factor	0.821				0.821	PK-Hr Factor	0.824				0.824	0.824		
7-9 Volume	97				97	4-6 Volume	291				291	291		
8-9 Peak Hour	08:00				08:00	6-								

N.5

Peak Hour Manual Traffic Counts



Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501-008
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	PM				NOON				World Way North				TOTAL	
	NORTHBOUND	SOUTHBOUND	EAST	WEST	EAST	WEST	WESTBOUND	EASTBOUND	WEST	WEST	WEST	WEST		
LANES:	1	0	0	0	0	0	0	0	0	0	0	1	5	0

Time	NL	NT	NR	SR	SL	ST	SR	EL	ET	ER	EL	ET	ER	WR	WB	UTURNS
8:30 PM	59	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0
8:45 PM	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	595	0	0	0	0	0	0	0	0	0	0	0	0	1473	549	0
APPROACH %:	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	78.72%	0.00%	0.00%

PEAK HOUR START TIME	9:15 PM	TOTAL	7517
PEAK HOUR VOL.	209	0	0
PEAK HR FACTOR	0.637	0.000	0.000

CONTROL :	Signalized
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NB	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501-008
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NOON				World Way North				TOTAL					
	NORTHBOUND	SOUTHBOUND	EAST	WEST	EAST	WEST	WESTBOUND	EASTBOUND		WEST	WEST	WEST	WEST	
LANES:	1	0	0	0	0	0	0	0	0	0	0	1	5	0

Time	NL	NT	NR	SR	SL	ST	SR	EL	ET	ER	EL	ET	ER	WR	WB	UTURNS
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0:00	TOTAL	0.000
PEAK HOUR VOL.	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000

CONTROL :	Signalized
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Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-501-010
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	World Way			Center Way			Center Way			UTURNS			
	NORTHBOUND	SOUTHBOUND	PM	EASTBOUND	WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND					
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
8:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	375
8:45 PM	0	0	0	0	0	0	0	0	0	21	0	0	415
9:00 PM	0	0	0	0	0	0	0	0	0	17	0	0	404
9:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	344
9:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	344
9:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	399
10:00 PM	0	0	0	0	0	0	0	0	0	12	0	0	332
10:15 PM	0	0	0	0	0	0	0	0	0	15	0	0	379
10:30 PM	0	0	0	0	0	0	0	0	0	15	0	0	379
10:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	304
11:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	304
11:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	416

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	183	0	0	183
APPROACH %:	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	10:00 PM	TOTAL
PEAK HOUR VOL.	0	183
PEAK HOUR FACTOR	0.000	0.990

CONTROL : 1 Way Stop (WB)

Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-501-010
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	World Way			Center Way			Center Way			UTURNS			
	NORTHBOUND	SOUTHBOUND	NOON	EASTBOUND	WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND					
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PEAK HOUR START TIME	0:00	TOTAL
PEAK HOUR VOL.	0	0
PEAK HOUR FACTOR	0.000	0.000

CONTROL : 1 Way Stop (WB)

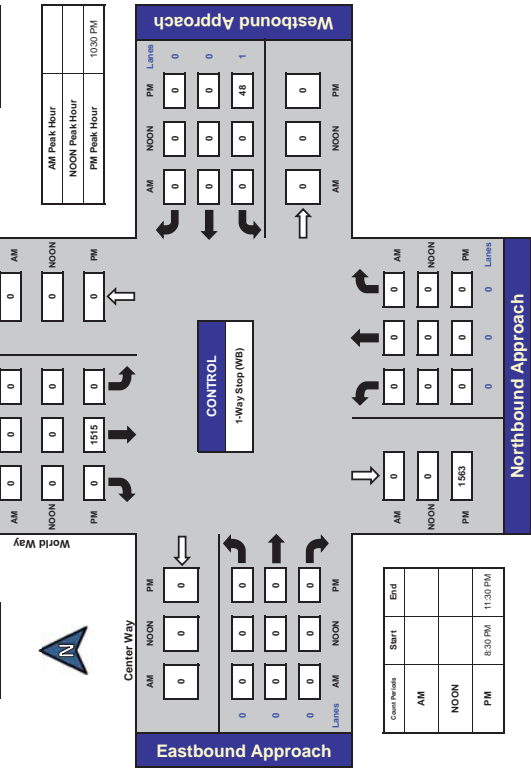
ITM Peak Hour Summary

Prepared by:
NDS
 National Data & Surveying Services

World Way and Center Way, Los Angeles

Date: 8/2/2014
 Day: Friday

Project #: 14-5501-010
 City: Los Angeles



Intersection Turning Movement

Prepared by:
 National Data & Surveying Services

Project ID: 14-5501-011
 City: Los Angeles
 Day: Friday
 Date: 8/2/2014

NS/EW Streets	West Way		West Way South		West Way South		West Way South		West Way South		West Way South		TOTAL
	N	E	S	E	S	E	S	E	S	E	S	WB	
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES APPROACH %S	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CONTROL	1-Way Stop (SB)												

Total Volume Per Leg

North Leg	AM	NOON	PM
0	0	1515	0
East Leg	AM	NOON	PM
0	0	0	48
West Leg	AM	NOON	PM
0	0	0	0
South Leg	AM	NOON	PM
0	0	1583	0

Total Ins & Outs

North Leg	AM	NOON	PM
0	0	0	0
East Leg	AM	NOON	PM
0	0	0	48
West Leg	AM	NOON	PM
0	0	0	0
South Leg	AM	NOON	PM
0	0	0	0

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Project ID: 14-501-011

City: Los Angeles

Day: Friday

Date: 8/8/2014

Prepared by:
National Data & Surveying Services

Project ID: 14-501-011

City: Los Angeles

Day: Friday

Date: 8/8/2014

Prepared by:
National Data & Surveying Services

Project ID: 14-501-011

City: Los Angeles

Day: Friday

Date: 8/8/2014

Prepared by:
National Data & Surveying Services

NS/EW Streets	PM				NOON				Morning				TOTAL	
	West Way	West Way	West Way South	West Way South	West Way	West Way	West Way South	West Way South	West Way	West Way	West Way South	West Way South		
LANES:	NL	NT	MR	SR	ST	SP	EL	ET	ER	VL	VT	WR	WB	UTURNS
	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	102	108	102	7	2614	9	312	4	301	4	301	4	301	376
8:30 PM	108	99	99	4	301	4	301	4	301	4	301	4	301	429
8:45 PM	99	99	99	4	301	4	301	4	301	4	301	4	301	429
9:15 PM	128	128	128	6	317	6	317	6	317	6	317	6	317	437
9:30 PM	128	128	128	6	317	6	317	6	317	6	317	6	317	437
10:00 PM	65	65	65	2	349	2	349	2	349	2	349	2	349	397
10:15 PM	65	65	65	2	349	2	349	2	349	2	349	2	349	397
10:30 PM	96	96	96	1	363	1	363	1	363	1	363	1	363	402
10:45 PM	96	96	96	1	363	1	363	1	363	1	363	1	363	402
11:15 PM	90	90	90	6	357	6	357	6	357	6	357	6	357	403
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	3042
APPROACH %:	100.00%	100.00%	100.00%	0.00%	0.00%	1.52%	98.48%	1.52%	98.48%	0.00%	0.00%	0.00%	0.00%	

PEAK HOUR START TIME	NL	NT	MR	SR	ST	SP	EL	ET	ER	VL	VT	WR	WB	TOTAL
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PEAK HOUR START TIME	NL	NT	MR	SR	ST	SP	EL	ET	ER	VL	VT	WR	WB	TOTAL
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : 1 Way Stop (SB)

NS/EW Streets	PM				NOON				Morning				TOTAL	
	West Way	West Way	West Way South	West Way South	West Way	West Way	West Way South	West Way South	West Way	West Way	West Way South	West Way South		
LANES:	NL	NT	MR	SR	ST	SP	EL	ET	ER	VL	VT	WR	WB	UTURNS
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	102	108	102	7	2614	9	312	4	301	4	301	4	301	376
8:30 PM	108	99	99	4	301	4	301	4	301	4	301	4	301	429
8:45 PM	99	99	99	4	301	4	301	4	301	4	301	4	301	429
9:15 PM	128	128	128	6	317	6	317	6	317	6	317	6	317	437
9:30 PM	128	128	128	6	317	6	317	6	317	6	317	6	317	437
10:00 PM	65	65	65	2	349	2	349	2	349	2	349	2	349	397
10:15 PM	65	65	65	2	349	2	349	2	349	2	349	2	349	397
10:30 PM	96	96	96	1	363	1	363	1	363	1	363	1	363	402
10:45 PM	96	96	96	1	363	1	363	1	363	1	363	1	363	402
11:15 PM	90	90	90	6	357	6	357	6	357	6	357	6	357	403
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	3042
APPROACH %:	100.00%	100.00%	100.00%	0.00%	0.00%	1.52%	98.48%	1.52%	98.48%	0.00%	0.00%	0.00%	0.00%	

PEAK HOUR START TIME	NL	NT	MR	SR	ST	SP	EL	ET	ER	VL	VT	WR	WB	TOTAL
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PEAK HOUR START TIME	NL	NT	MR	SR	ST	SP	EL	ET	ER	VL	VT	WR	WB	TOTAL
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : 1 Way Stop (SB)

ITM Peak Hour Summary

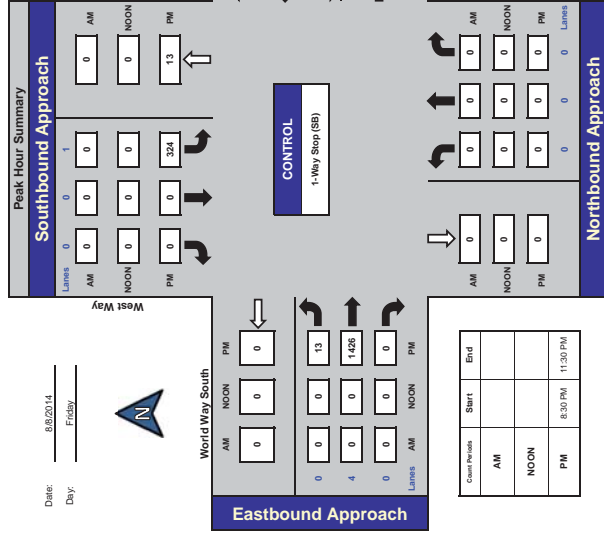
[DRAFT]



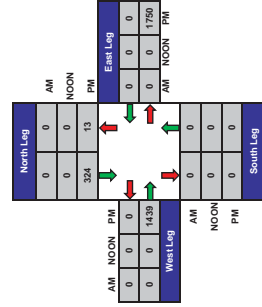
West Way and World Way South - Los Angeles

Date: 8/8/2014
Day: Friday

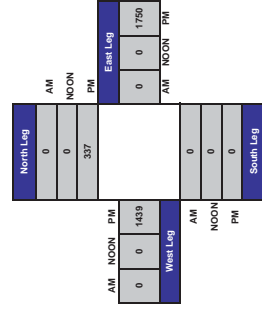
Project #: 14-5501-011
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-012
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	AM				World Way South				WESTBOUND				TOTAL				
	NE	NW	SE	SW	ET	EW	WT	WR	WT	WR	WT	WR	WT	WR	WT	WR	
Lanes:	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-501-012 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	PM				NOON				AM				
	Northbound	East Way	Southbound	West Way South	Northbound	East Way	Southbound	West Way South	Northbound	East Way	Southbound	West Way South	
LANES:	NL	NT	MR	S	ST	SP	EL	ET	ER	VL	WT	WR	WB
	0	0	0	2	0	0	0	0	5	0	0	0	0

Time	NL	NT	MR	S	ST	SP	EL	ET	ER	VL	WT	WR	WB	TOTAL
8:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	507
8:45 PM	118	0	0	110	0	0	46	34	0	0	0	0	0	563
9:00 PM	93	0	0	93	0	0	33	42	0	0	0	0	0	411
9:15 PM	141	0	0	141	0	0	25	32	0	0	0	0	0	538
9:30 PM	127	0	0	127	0	0	77	383	0	0	0	0	0	587
9:45 PM	117	0	0	117	0	0	39	303	0	0	0	0	0	539
10:00 PM	91	0	0	91	0	0	81	423	0	0	0	0	0	605
10:15 PM	146	0	0	146	0	0	46	309	0	0	0	0	0	601
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	1791	0	0	590	4677	0	0	0	0	0	6658
APPROACH %	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	11.20%	88.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	10:00 PM													
PEAK HOUR VOLUME	0	0	0	436	0	0	245	1592	0	0	0	0	0	2273
PEAK HOUR FACTOR	0.000			0.258			0.156	0.123						0.342

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-501-012 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	NOON				AM				PM				
	Northbound	East Way	Southbound	West Way South	Northbound	East Way	Southbound	West Way South	Northbound	East Way	Southbound	West Way South	
LANES:	NL	NT	MR	S	ST	SP	EL	ET	ER	VL	WT	WR	WB
	0	0	0	2	0	0	0	0	5	0	0	0	0

Time	NL	NT	MR	S <th>ST</th> <th>SP</th> <th>EL</th> <th>ET</th> <th>ER</th> <th>VL</th> <th>WT</th> <th>WR</th> <th>WB</th> <th>TOTAL</th>	ST	SP	EL	ET	ER	VL	WT	WR	WB	TOTAL
8:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	507
8:45 AM	118	0	0	110	0	0	46	34	0	0	0	0	0	563
9:00 AM	93	0	0	93	0	0	33	42	0	0	0	0	0	411
9:15 AM	141	0	0	141	0	0	25	32	0	0	0	0	0	538
9:30 AM	127	0	0	127	0	0	77	383	0	0	0	0	0	587
9:45 AM	117	0	0	117	0	0	39	303	0	0	0	0	0	539
10:00 AM	91	0	0	91	0	0	81	423	0	0	0	0	0	605
10:15 AM	146	0	0	146	0	0	46	309	0	0	0	0	0	601
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	1791	0	0	590	4677	0	0	0	0	0	6658
APPROACH %	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	11.20%	88.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0:00 AM													
PEAK HOUR VOLUME	0	0	0	436	0	0	245	1592	0	0	0	0	0	2273
PEAK HOUR FACTOR	0.000			0.258			0.156	0.123						0.342

CONTROL : Signalized

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501-013
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Center Way		SOUTHBOUND		World Way South		EASTBOUND		World Way South		UTURNS	WB
	NORTHBOUND	WB	SB	EB	ET	ER	WT	WR	WB			
LANES:	NL	NT	SR	SL	ET	ER	WT	WR	WB	WB	WB	WB
	0	0	0.5	2	6.5	1.5	2	1.5	0	0	0	0
8:30 PM	230	150	82	251	179							
8:45 PM	222	115	61	315	214							
9:00 PM	207	148	73	256	231							
9:15 PM	203	154	80	251	226							
9:30 PM	209	139	121	250	215							
9:45 PM	196	133	101	253	197							
10:00 PM	190	133	101	253	197							
10:15 PM	235	174	80	266	202							
10:30 PM	186	189	65	256	222							
10:45 PM	186	189	65	256	222							
11:00 PM	186	189	65	256	222							
11:15 PM	186	189	65	256	222							
TOTAL VOLUMES	0	0	2532	1900	0	954	3345	2517	0	0	0	0
APPROACH %S	#DIV/0!	#DIV/0!	57.32%	42.68%	0.00%	14.02%	49.98%	36.93%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PEAK HOUR START TIME	10:00 PM	TOTAL
PEAK HOUR VOL.	0	3791
PEAK HOUR FACTOR	0.000	0.000

CONTROL :	Signalized
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NB	0	0	0	0	0	0
SB	0	0	0	0	0	0
EB	0	0	0	0	0	0
WB	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501-013
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Center Way		SOUTHBOUND		World Way South		EASTBOUND		World Way South		UTURNS	WB
	NORTHBOUND	WB	SB	EB	ET <th>ER <th>WT <th>WR <th>WB</th> </th></th></th>	ER <th>WT <th>WR <th>WB</th> </th></th>	WT <th>WR <th>WB</th> </th>	WR <th>WB</th>	WB			
LANES:	NL	NT	SR	SL	ET	ER	WT	WR	WB	WB	WB	WB
	0	0	0.5	2	6.5	1.5	2	1.5	0	0	0	0
8:30 PM	230	150	82	251	179							
8:45 PM	222	115	61	315	214							
9:00 PM	207	148	73	256	231							
9:15 PM	203	154	80	251	226							
9:30 PM	209	139	121	250	215							
9:45 PM	196	133	101	253	197							
10:00 PM	190	133	101	253	197							
10:15 PM	235	174	80	266	202							
10:30 PM	186	189	65	256	222							
10:45 PM	186	189	65	256	222							
11:00 PM	186	189	65	256	222							
11:15 PM	186	189	65	256	222							
TOTAL VOLUMES	0	0	2532	1900	0	954	3345	2517	0	0	0	0
APPROACH %S	#DIV/0!	#DIV/0!	57.32%	42.68%	0.00%	14.02%	49.98%	36.93%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PEAK HOUR START TIME	10:00 PM	TOTAL
PEAK HOUR VOL.	0	0
PEAK HOUR FACTOR	0.000	0.000

CONTROL :	Signalized
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Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001-014
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SL	ST	EL	ET	WL	WT	
8:30 PM	0	0	69	0	0	375	0	0	374
8:45 PM	0	0	74	0	0	312	0	0	386
9:00 PM	0	0	72	0	0	297	0	0	359
9:15 PM	0	0	50	0	0	313	0	0	363
9:30 PM	0	0	65	0	0	298	0	0	363
9:45 PM	0	0	48	0	0	327	0	0	379
10:00 PM	0	0	61	0	0	365	0	0	426
10:15 PM	0	0	32	0	0	328	0	0	360
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0

NB	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	689	0	0	3820	0	0	4509
APPROACH %	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%

PEAK HOUR START TIME	10:00 PM	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR VOL.	0	0	200	0	0	1344	0	0	1544
PEAK HOUR FACTOR	0.000	0.000	0.726	0.000	0.000	0.921	0.000	0.000	0.906

CONTROL : Signalized

Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001-014
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	NL	NT	SL	ST	EL	ET	WL	WT	
8:30 PM	0	0	2	0	0	3	0	0	5
8:45 PM	0	0	2	0	0	3	0	0	5
9:00 PM	0	0	2	0	0	3	0	0	5
9:15 PM	0	0	2	0	0	3	0	0	5
9:30 PM	0	0	2	0	0	3	0	0	5
9:45 PM	0	0	2	0	0	3	0	0	5
10:00 PM	0	0	2	0	0	3	0	0	5
10:15 PM	0	0	2	0	0	3	0	0	5
10:30 PM	0	0	2	0	0	3	0	0	5
10:45 PM	0	0	2	0	0	3	0	0	5
11:00 PM	0	0	2	0	0	3	0	0	5
11:15 PM	0	0	2	0	0	3	0	0	5

NB	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	2	0	0	3	0	0	5
APPROACH %	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%

PEAK HOUR START TIME	0:00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

Project ID: 14-501-015
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	M				PM				NOON				Center Way				TOTAL			
	N	S	E	W	N	S	E	W	N	S	E	W	W	E	N	S				
LANES:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0

Time	N	S	E	W	N	S	E	W	N	S	E	W	W	E	N	S	TOTAL
8:30 PM	32	69	16	17	115	109	27	66	17	130	100	23	49	16	88	91	115
8:45 PM	27	66	13	13	110	91	23	49	16	126	100	23	49	16	88	91	115
9:15 PM	31	66	13	13	110	91	23	49	16	126	100	23	49	16	88	91	115
9:30 PM	23	49	16	16	100	91	23	49	16	126	100	23	49	16	88	91	115
10:00 PM	15	41	15	15	91	86	12	17	17	115	100	23	49	16	88	91	115
10:30 PM	27	58	24	24	100	91	23	49	16	126	100	23	49	16	88	91	115
10:45 PM	12	27	17	17	86	86	12	17	17	115	100	23	49	16	88	91	115
11:15 PM	33	40	6	6	79	79	27	66	13	110	100	23	49	16	88	91	115

TOTAL VOLUMES	297	477	179	179	1153	1153	415	415	415	1153	1153	415	415	415	1153	1153	1153
APPROACH %	25.76%	58.72%	15.52%	15.52%													

PEAK HOUR START TIME	8:30 PM	TOTAL	1153
PEAK HOUR VOL.	115	247	417
PEAK HR FACTOR	0.307	0.000	0.000

CONTROL : 1 Way Stop (NB)

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement
 Prepared by:
National Data & Surveying Services

Project ID: 14-501-015
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	M				PM				NOON				Center Way				TOTAL			
	N	S	E	W	N	S	E	W	N	S	E	W	W	E	N	S				
LANES:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0

Time	N	S	E	W	N	S	E	W	N	S	E	W	W	E	N	S	TOTAL
8:30 PM	32	69	16	17	115	109	27	66	17	130	100	23	49	16	88	91	115
8:45 PM	27	66	13	13	110	91	23	49	16	126	100	23	49	16	88	91	115
9:15 PM	31	66	13	13	110	91	23	49	16	126	100	23	49	16	88	91	115
9:30 PM	23	49	16	16	100	91	23	49	16	126	100	23	49	16	88	91	115
10:00 PM	15	41	15	15	91	86	12	17	17	115	100	23	49	16	88	91	115
10:30 PM	27	58	24	24	100	91	23	49	16	126	100	23	49	16	88	91	115
10:45 PM	12	27	17	17	86	86	12	17	17	115	100	23	49	16	88	91	115
11:15 PM	33	40	6	6	79	79	27	66	13	110	100	23	49	16	88	91	115

TOTAL VOLUMES	297	477	179	179	1153	1153	415	415	415	1153	1153	415	415	415	1153	1153	1153
APPROACH %	25.76%	58.72%	15.52%	15.52%													

PEAK HOUR START TIME	8:30 PM	TOTAL	1153
PEAK HOUR VOL.	115	247	417
PEAK HR FACTOR	0.307	0.000	0.000

CONTROL : 1 Way Stop (NB)

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

[DRAFT]

Prepared by:

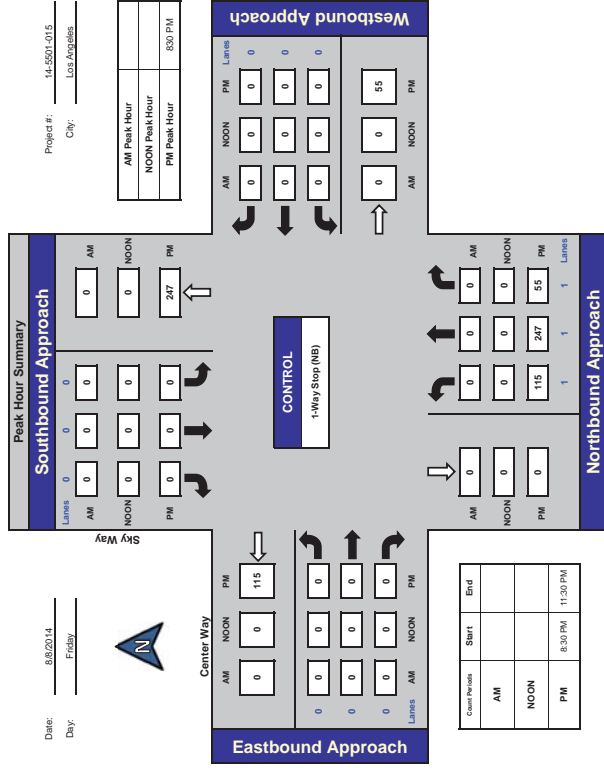


National Data & Surveying Services

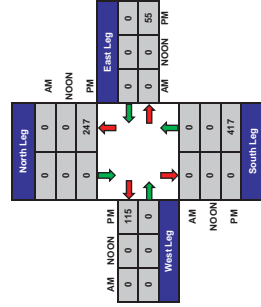
Sky Way and Center Way - Los Angeles

Date: 8/8/2014
Day: Friday

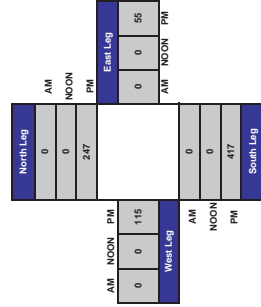
Project #: 14-5501-015
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



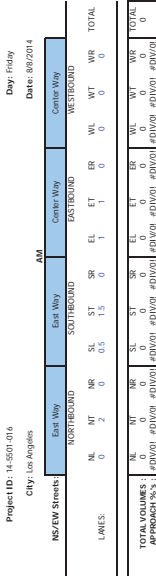
Intersection Turning Movement

[DRAFT]

Prepared by:



National Data & Surveying Services



Control Period	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501-016
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	MR	SR	SL	ST	SP	SR	EL	ET	ER	VR	WL	WT	WR	VR		
8:30 PM	69	1	11	158	0	0	0	0	2	156	0	0	0	0	0	0	377	
8:45 PM	30	0	7	107	0	0	0	0	0	205	0	0	0	0	0	0	349	
9:00 PM	40	0	5	119	0	0	0	0	1	190	0	0	0	0	0	0	345	
9:15 PM	40	0	8	123	0	0	0	0	0	174	1	0	0	0	0	0	334	
9:30 PM	28	0	8	104	0	0	0	0	2	155	0	0	0	0	0	0	341	
10:00 PM	70	2	8	104	2	0	0	0	2	155	0	0	0	0	0	0	341	
10:15 PM	37	0	0	200	0	0	0	0	0	172	0	0	0	0	0	0	317	
10:30 PM	57	0	0	93	0	0	0	0	1	229	0	0	0	0	0	0	413	
10:45 PM	62	0	8	93	0	0	0	0	0	239	0	0	0	0	0	0	413	
11:00 PM	43	0	4	117	0	0	0	0	0	239	0	0	0	0	0	0	433	
11:15 PM	43	0	4	117	0	0	0	0	0	239	0	0	0	0	0	0	433	
TOTAL VOLUMES	0	578	5	971	1390	0	8	2337	2	0	0	0	0	0	0	0	6411	
APPROACH %	0.00%	91.14%	0.86%	6.14%	93.86%	0.00%	0.34%	99.57%	0.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.11	
PEAK HOUR START TIME	10:30 PM																	
PEAK HOUR VOL.	0	221	1	28	456	0	1	888	0	0	0	0	0	0	0	0	0	1995
PEAK HR FACTOR	0.677																	

CONTROL : Signalized

NB	0	0	0	0	EB	0	0	0	0	WB	0	0	0	0
----	---	---	---	---	----	---	---	---	---	----	---	---	---	---

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-501-016
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	MR	SR	SL	ST	SP	SR	EL	ET	ER	VR	WL	WT	WR	VR	
8:30 AM	0	2	0	0	0.5	1.5	0	0	1	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	0	0	0	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
APPROACH %	0.000																
PEAK HOUR START TIME	0.000																
PEAK HOUR VOL.	0.000																
PEAK HR FACTOR	0.000																

CONTROL : Signalized

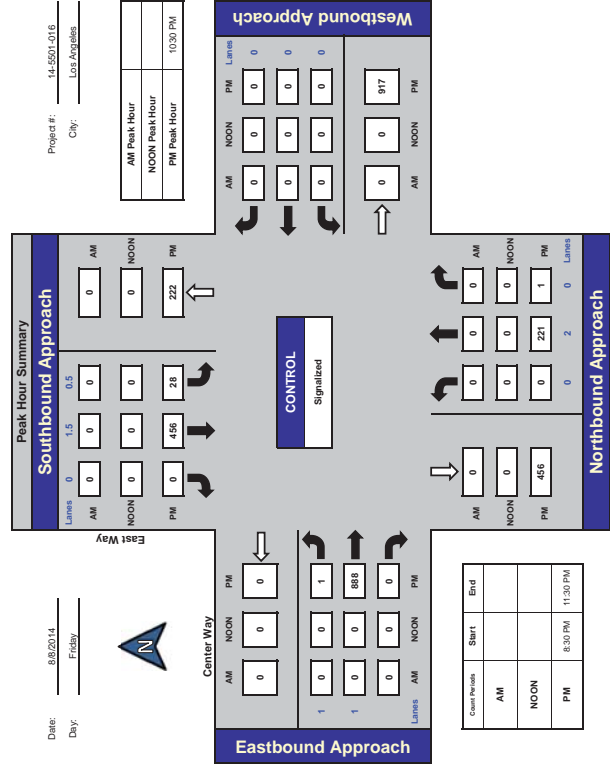
NB	0	0	0	0	EB	0	0	0	0	WB	0	0	0	0
----	---	---	---	---	----	---	---	---	---	----	---	---	---	---

ITM Peak Hour Summary

Prepared by:

 National Data & Surveying Services

East Way and Center Way, Los Angeles



Date: 8/2/2014
 Day: Friday

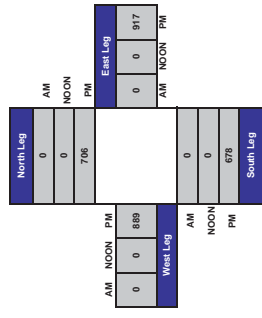
Intersection Turning Movement

Prepared by:
 National Data & Surveying Services

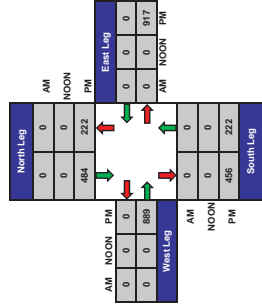
Project ID: 14-5501-017
 City: Los Angeles
 Day: Friday
 Date: 8/2/2014

NS/EW Streets	West Way		West Way		Center Way		Center Way		Center Way		Center Way		TOTAL
	NORTHBOUND	SOUTHBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND	WESTBOUND	
LANES:	0	2	0	0	0.5	1.5	0	0	1	1	0	0	0
TOTAL VOLUMES APPROACHING:	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CONTROL:	Signalized												

Total Volume Per Leg



Total Ins & Outs

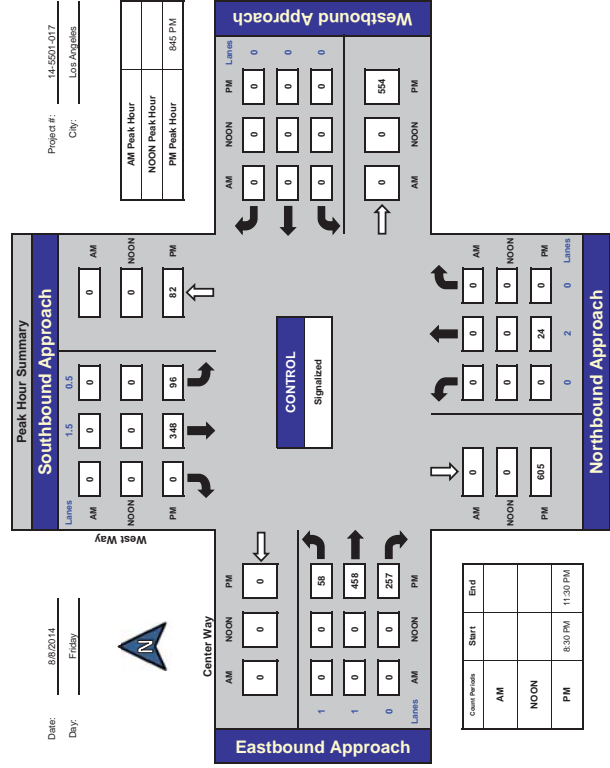


ITM Peak Hour Summary

Prepared by:

 National Data & Surveying Services

West Way and Center Way, Los Angeles



Date: 8/2/2014
 Day: Friday

Intersection Turning Movement

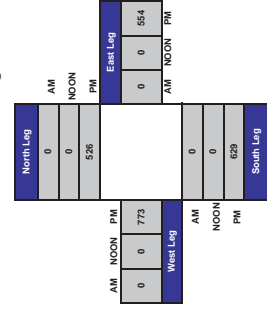
Prepared by:
 National Data & Surveying Services

Project ID: 14-5501-107
 City: Los Angeles
 Day: Friday
 Date: 8/2/2014

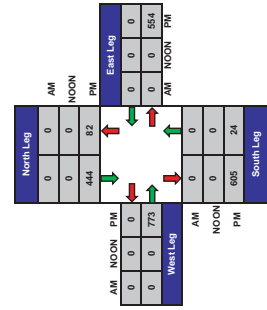
NB/SW Streets	Sky Way NORTHBOUND		Sky Way SOUTHBOUND		West Way North EASTBOUND		West Way North WESTBOUND		TOTAL				
	NL	NT	NR	SR	SL	ST	SR	ET					
LANES:	0	2	0	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL APPROACH APPROACH %S	#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		
PEAK HOUR VOLUME	0.000		0.000		0.000		0.000		0.000		0.000		
PEAK HOUR FACTOR	0.000		0.000		0.000		0.000		0.000		0.000		

CONTROL: Signalized

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001-107
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		UTURNS
	NB	SB	SB	NB	EB	WB	WB	EB	
8:30 PM	38	0	176	63	0	0	17	3	307
8:45 PM	41	0	167	83	0	0	27	5	323
9:00 PM	34	0	156	62	0	0	19	3	304
9:15 PM	33	0	152	51	0	0	18	1	295
9:30 PM	37	0	127	54	0	0	30	2	290
10:00 PM	34	0	163	71	0	0	15	2	297
10:30 PM	34	0	163	71	0	0	15	2	297
10:45 PM	28	0	145	64	0	0	27	2	266
11:00 PM	20	0	157	47	0	0	14	1	229
11:15 PM	20	0	157	47	0	0	14	1	229
TOTAL VOLUMES	0	248	0	1910	0	0	165	19	1074
APPROACH %	0.00%	100.00%	0.00%	71.56%	28.44%	0.00%	89.88%	10.12%	3.04%

PEAK HOUR START TIME	8:30 PM	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR VOL.	0	139	0	686	284	0	0	80	12
PEAK HOUR FACTOR	0.048	0.048	0.000	0.048	0.000	0.000	0.079	0.037	0.037

CONTROL : Signalized

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001-107
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		UTURNS
	NB	SB	SB	NB	EB	WB	WB	EB	
8:30 PM	0	2	0	0	0	0	0	0	0
8:45 PM	0	2	0	0	0	0	0	0	0
9:00 PM	0	2	0	0	0	0	0	0	0
9:15 PM	0	2	0	0	0	0	0	0	0
9:30 PM	0	2	0	0	0	0	0	0	0
10:00 PM	0	2	0	0	0	0	0	0	0
10:30 PM	0	2	0	0	0	0	0	0	0
10:45 PM	0	2	0	0	0	0	0	0	0
11:00 PM	0	2	0	0	0	0	0	0	0
11:15 PM	0	2	0	0	0	0	0	0	0
TOTAL VOLUMES	0	12	0	0	0	0	0	0	0
APPROACH %	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]



National Data & Surveying Services

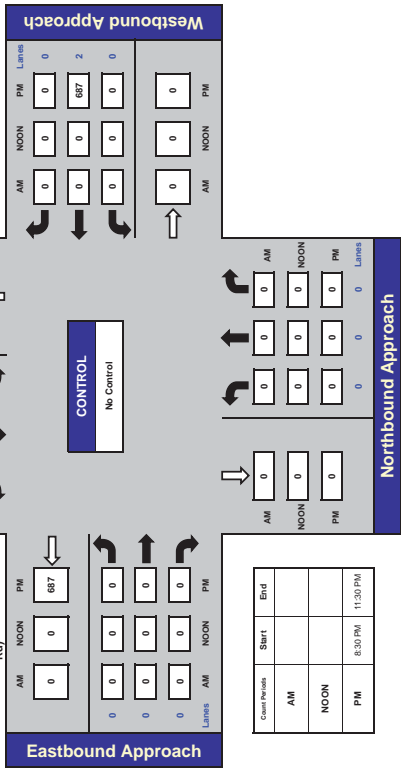
East Way, and World Way North (Frontage Rd), Los Angeles

Date: 8/2/2014
Day: Friday

Project #: 14-5501-108
City: Los Angeles



World Way North (Frontage Rd)



Total Ins & Outs

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	687	0	687
West Leg	0	0	0
South Leg	0	0	0

Total Volume Per Leg

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	687
West Leg	0	0	687
South Leg	0	0	0

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

Project ID: 14-5501-109
City: Los Angeles

Day: Friday
Date: 8/2/2014

NS/EW Streets	West Way NORTHBOUND				West Way SOUTHBOUND				World Way North (Frontage) EASTBOUND				World Way North (Frontage) WESTBOUND				TOTAL
	NL	NT	NR	SR	SL	ST	SR	ET	EL	ET	ER	ER	WL	WT	WR	WR	
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
TOTAL VOLUMES APPROACH (%)	0.000				0.000				0.000				0.000				0.000
PEAK HOUR VOL.	0.000				0.000				0.000				0.000				0.000
PEAK HOUR FACTOR	0.000				0.000				0.000				0.000				0.000

CONTROL: No Control

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001-109 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	West Way		West Way		West Way North (Frontage)		West Way North (Frontage)						
	Northbound	Southbound	West Way	East Way	West Way	East Way	West Way	East Way					
LANES:	NL	NT	NR	SR	SL	ST	SE	ET	EW	WT	WR	WB	UB
	0	0	0	0	0	0	0	0	0	0	2	0	0

Time	NL	NT	NR	SR	SL	ST	SE <th>ET</th> <th>EW</th> <th>WT</th> <th>WR</th> <th>WB</th> <th>UB</th>	ET	EW	WT	WR	WB	UB
8:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	1360	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%

PEAK HOUR START TIME	8:30 PM	TOTAL											
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	488	0	488
PEAK HR FACTOR	0.000	0.324											

CONTROL : No Control

MB	0	0	0	0	0	0	0
UB	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001-109 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	West Way		West Way		West Way North (Frontage)		West Way North (Frontage)						
	Northbound	Southbound	West Way	East Way	West Way	East Way	West Way	East Way					
LANES:	NL	NT	NR	SR	SL	ST	SE	ET	EW	WT	WR	WB	UB
	0	0	0	0	0	0	0	0	0	0	2	0	0

Time	NL	NT	NR	SR	SL	ST	SE <th>ET</th> <th>EW <th>WT <th>WR <th>WB <th>UB </th></th></th></th></th>	ET	EW <th>WT <th>WR <th>WB <th>UB </th></th></th></th>	WT <th>WR <th>WB <th>UB </th></th></th>	WR <th>WB <th>UB </th></th>	WB <th>UB </th>	UB
NOON	0	0	0	0	0	0	0	0	0	0	2	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	NOON	TOTAL											
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000											

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

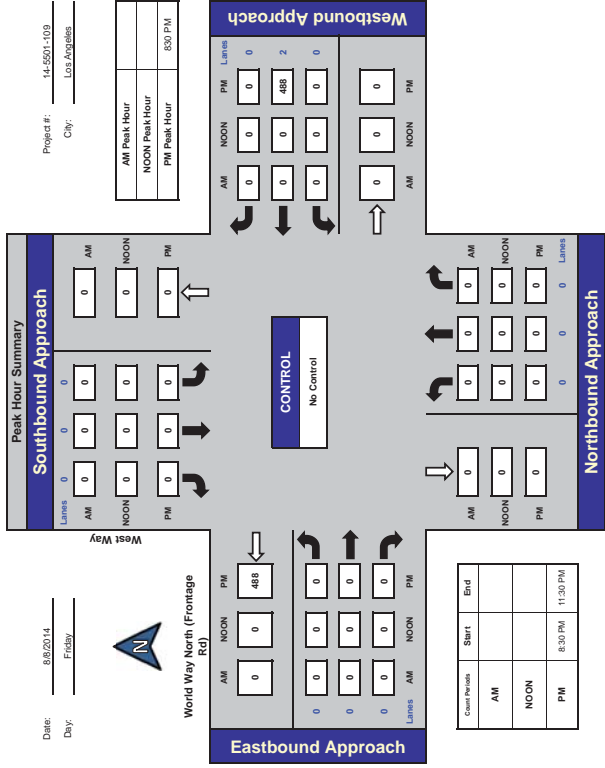


National Data & Surveying Services

West Way and World Way North (Frontage Rd.), Los Angeles

Date: 8/8/2014
Day: Friday

Project #: 14-5501-109
City: Los Angeles



Total Ins & Outs

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	488	0	488
West Leg	0	0	0
South Leg	0	0	0

Total Volume Per Leg

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	488
West Leg	0	0	0
South Leg	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5501-110

City: Los Angeles

Day: Friday

Date: 8/8/2014

NS/EW Streets	World Way				Center Way				WESTBOUND				EASTBOUND				TOTAL			
	N	S	E	W	N	S	E	W	W	E	S	N	W	E	S	N	W	E	S	N
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL APPROACH APPROACH %S	0.000				0.000				0.000				0.000				0.000			
PEAK HOUR VOLUME	0.000				0.000				0.000				0.000				0.000			
PEAK HOUR FACTOR	0.000				0.000				0.000				0.000				0.000			

CONTROL: 1 Way Stop (WB)

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Project ID: 14-5001-111

City: Los Angeles

Day: Friday

Date: 8/8/2014

Prepared by:
National Data & Surveying Services

Prepared by:
National Data & Surveying Services

NS/EW Streets	PM			NOON			WESTERDOW			TOTAL			
	West Way	West Way	West Way South (onramp)	West Way	West Way	West Way South (onramp)	West Way	West Way	West Way South (onramp)				
	NORTHBOUND	SOUTHBOUND	EASTBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTERDOW			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB
	0	0	0	0	0	0	0	0	3	0	0	0	0

Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0:00 PM
PEAK HOUR VOL.	0
PEAK HR FACTOR	0.000

CONTROL : No Control

NB	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0

Intersection Turning Movement

[DRAFT]

Project ID: 14-5001-111

City: Los Angeles

Day: Friday

Date: 8/8/2014

Prepared by:
National Data & Surveying Services

Prepared by:
National Data & Surveying Services

NS/EW Streets	NOON			WESTERDOW			TOTAL						
	West Way	West Way	West Way South (onramp)	West Way	West Way	West Way South (onramp)							
	NORTHBOUND	SOUTHBOUND	EASTBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTERDOW						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB
	0	0	0	0	0	0	0	0	3	0	0	0	0

Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0:00 AM
PEAK HOUR VOL.	0
PEAK HR FACTOR	0.000

CONTROL : No Control

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

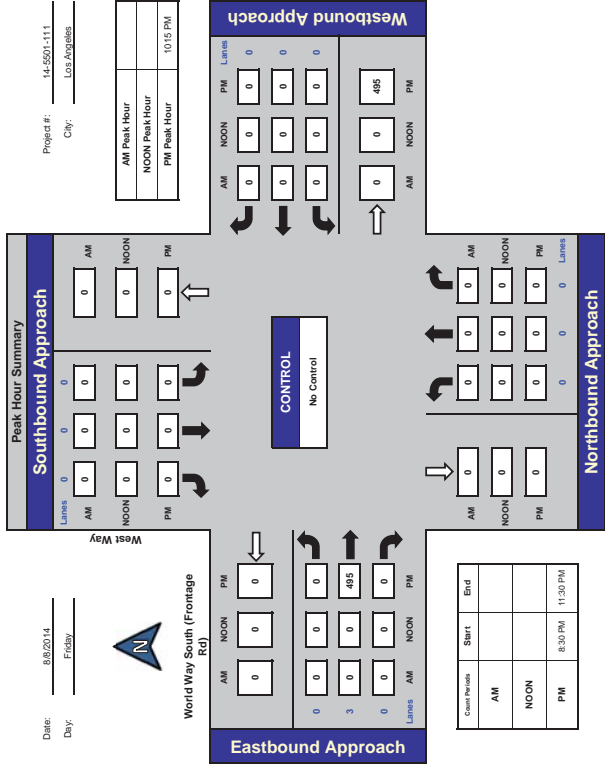
ITM Peak Hour Summary

Prepared by:

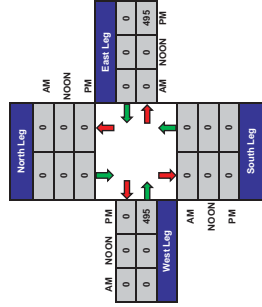


National Data & Surveying Services

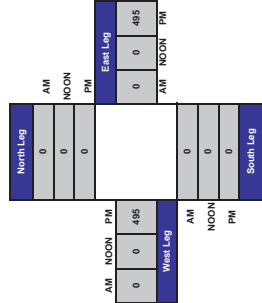
West Way and World Way South (Frontage Rd), Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:



National Data & Surveying Services

Project ID: 14-5501-112
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	East Way NORTHBOUND			East Way SOUTHBOUND			World Way South (Frontage) EASTBOUND			World Way South (Frontage) WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	0	0	3	0	0	0	0
TOTAL APPROACH APPROACH %S	0.000			0.000			0.000			0.000			0.000
PEAK HOUR VOLUME	0			0			0			0			0
PEAK HOUR FACTOR	0.000			0.000			0.000			0.000			0.000
CONTROL	No Control												

UTURNS	MB	SB	EB	WB
	0	0	0	0
	0	0	0	0
	0	0	0	0

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

National Data & Surveying Services

Project ID: 14-501-112 City: Los Angeles Day: Friday Date: 8/8/2014

Project ID: 14-501-112 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	PM				NOON				WESTERDOW				TOTAL
	Northbound	East Way	Southbound	West Way	Northbound	East Way	Southbound	West Way	Northbound	East Way	Southbound	West Way	
LANES:	NL	NT	NR	SR	EL	ET	ER	VR	WT	WR	WB	WB	UTURNS
	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM													
8:45 PM													
9:15 PM													
9:30 PM													
10:00 PM													
10:30 PM													
10:45 PM													
11:15 PM													
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR START TIME	08:30 PM												
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000												

CONTROL : No Control

NB	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

National Data & Surveying Services

Project ID: 14-501-112 City: Los Angeles Day: Friday Date: 8/8/2014

Project ID: 14-501-112 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	PM				NOON				WESTERDOW				TOTAL
	Northbound	East Way	Southbound	West Way	Northbound	East Way	Southbound	West Way	Northbound	East Way	Southbound	West Way	
LANES:	NL	NT	NR	SR	EL	ET	ER	VR	WT	WR	WB	WB	UTURNS
	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM													
8:45 PM													
9:15 PM													
9:30 PM													
10:00 PM													
10:30 PM													
10:45 PM													
11:15 PM													
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR START TIME	08:30 PM												
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000												

CONTROL : No Control

NB	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

[DRAFT]

Prepared by:



National Data & Surveying Services

East Way and World Way South (Frontage Rd), Los Angeles

Date: 8/8/2014
Day: Friday

Project #: 14-5501-112
City: Los Angeles



World Way South (Frontage Rd)

Lanes	AM	NOON	PM
0	0	0	0
3	0	0	417
0	0	0	0

Peak Hour Summary

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Southbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Northbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Control Period	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

CONTROL: No Control

AM Peak Hour	NOON Peak Hour	PM Peak Hour
0	0	930 PM

Intersection Turning Movement

[DRAFT]

Prepared by:



National Data & Surveying Services

Project ID: 14-5501-113

Day: Friday

Date: 8/8/2014

City: Los Angeles

NS/EW Streets	Center Way NORTHBOUND			Center Way SOUTHBOUND			World Way South EASTBOUND			World Way South WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	1	0	0	0	0	0	0	0	0	0

TOTAL APPROACH APPROACH %S	Center Way NORTHBOUND			Center Way SOUTHBOUND			World Way South EASTBOUND			World Way South WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL: Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:



National Data & Surveying Services

East Way and World Way South (Frontage Rd), Los Angeles

Date: 8/8/2014
Day: Friday

Project #: 14-5501-112
City: Los Angeles



World Way South (Frontage Rd)

Lanes	AM	NOON	PM
0	0	0	0
3	0	0	417
0	0	0	0

Peak Hour Summary

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Southbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Northbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0

Control Period	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

CONTROL: No Control

AM Peak Hour	NOON Peak Hour	PM Peak Hour
0	0	930 PM

Total Ins & Outs

Approach	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	0
West Leg	0	0	417
South Leg	0	0	0

Total Volume Per Leg

Approach	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	417
West Leg	0	0	417
South Leg	0	0	0

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Prepared by:
National Data & Surveying Services

Prepared by:
National Data & Surveying Services

Project ID: 14-501-113 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	Center Way				World Way South				World Way South								
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		EASTBOUND		WESTBOUND						
LANES:	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18

PEAK HOUR VOLUME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

PEAK HOUR FACTOR	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

CONTROL : Signalized

TOTAL VOLUMES	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18

PEAK HOUR VOLUME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

PEAK HOUR FACTOR	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

CONTROL : Signalized

TOTAL VOLUMES	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18

PEAK HOUR VOLUME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

PEAK HOUR FACTOR	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

CONTROL : Signalized

TOTAL VOLUMES	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18

PEAK HOUR VOLUME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

PEAK HOUR FACTOR	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

CONTROL : Signalized

TOTAL VOLUMES	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18

PEAK HOUR VOLUME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

PEAK HOUR FACTOR	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

CONTROL : Signalized

TOTAL VOLUMES	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18

PEAK HOUR VOLUME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

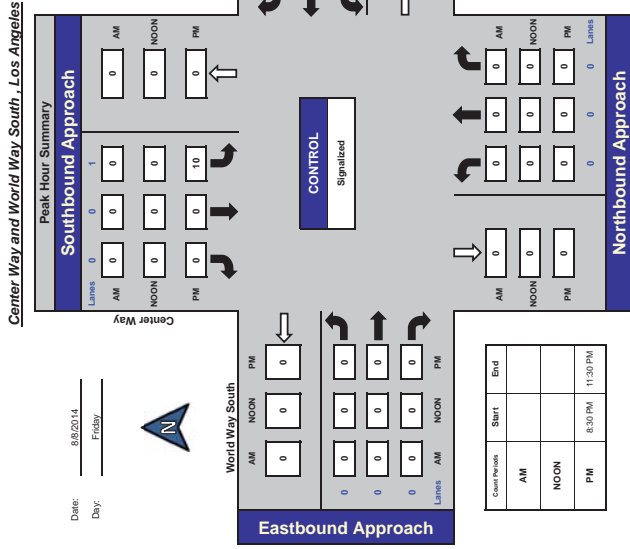
PEAK HOUR FACTOR	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WR	WT	WR	WT	TOTAL
APPROACH %:	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

 National Data & Surveying Services

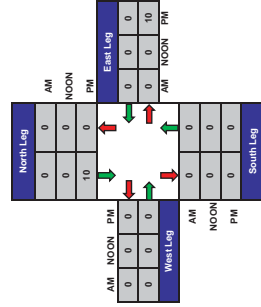


Date: 8/8/2014
 Day: Friday

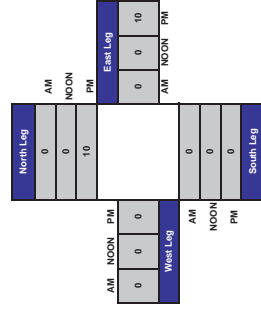
Project #: 14-5501-113
 City: Los Angeles

Count Period	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement
 National Data & Surveying Services

Project ID: 14-5501-114
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	AM				Center Way				Center Way				WESTBOUND				TOTAL			
	NE	NW	SE	SW	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL APPROACH APPROACH %S	0.000				0.000				0.000				0.000				0.000			
PEAK HOUR VOLUME	0.000				0.000				0.000				0.000				0.000			
PEAK HOUR FACTOR	0.000				0.000				0.000				0.000				0.000			
CONTROL	0																			

Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001-114
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		TOTAL	
	NL	NT	SR	SL	ET	ER	WT	WR	WB	WB
8:30 PM	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : 0

NB	0	0	0	0
SB	0	0	0	0
EB	0	0	0	0
WB	0	0	0	0

Intersection Turning Movement National Data & Surveying Services

[DRAFT]

Project ID: 14-5001-114
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound		Southbound		Eastbound		Westbound		TOTAL	
	NL	NT	SR	SL	ET	ER	WT	WR	WB	WB
8:30 PM	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

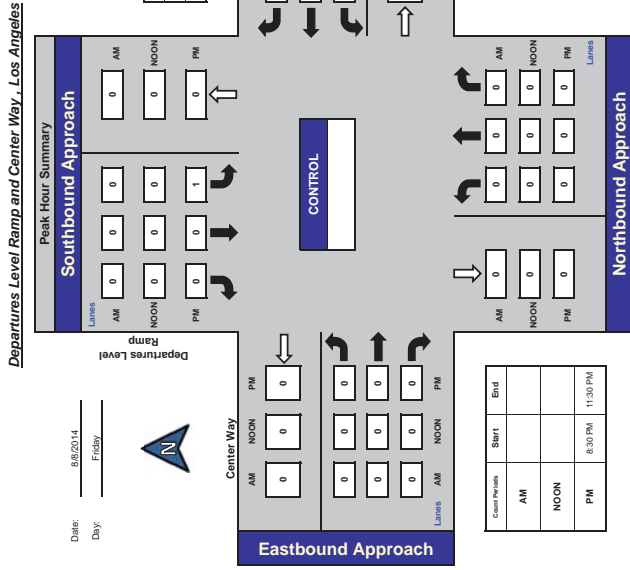
PEAK HOUR	0	0	0	0	0	0	0	0	0	0
PEAK HOUR VOL	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : 0

NB	0	0	0	0
SB	0	0	0	0
EB	0	0	0	0
WB	0	0	0	0

ITM Peak Hour Summary

Prepared by:
NDS
 National Data & Surveying Services



Project #: 14-5501-114
 City: Los Angeles

	AM Peak Hour	NOON Peak Hour	PM Peak Hour
AM	0	0	0
NOON	0	0	0
PM	0	0	0

Intersection Turning Movement

Prepared by:
 National Data & Surveying Services

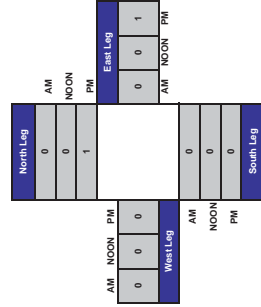
Project ID: 14-5501-116
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	AM				Center Way				WESTBOUND				EASTBOUND				TOTAL			
	NE	NW	SE	SW	SL	SR	EL	ER	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	ET	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

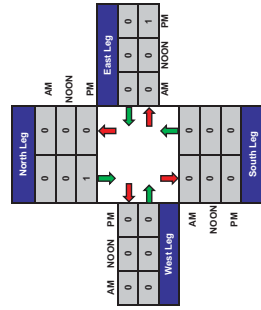
PEAK HOUR VOLUME: 0.000
 PEAK HOUR FACTOR: 0.000
 CONTROL: Signalized

UTURNS	MB	SB	EB	WB	TOTAL
	0	0	0	0	0

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001-116
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SR	SL	ST	SR	ET	EL	ET	ER	WT	WL	WT	WR	WB	
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	0	62
8:45 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	50
9:15 PM	0	0	0	0	0	0	0	0	0	64	0	0	0	0	0	0	64
9:30 PM	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	68
10:00 PM	0	0	0	0	0	0	0	0	0	73	0	0	0	0	0	0	73
10:15 PM	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	75
10:30 PM	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	75
10:45 PM	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	75
11:00 PM	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	75
11:15 PM	0	0	0	0	0	0	0	0	0	55	1	0	0	0	0	0	56
TOTAL	0	0	0	0	0	0	0	0	0	55	1	0	0	0	0	0	56
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	65	1	0	0	0	0	0	66
APPROACH %:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.26%	0.26%	99.48%	0.26%	0.26%	0.00%	0.00%	0.00%	0.00%	0.71%

PEAK HOUR	PEAK HOUR VOLUME	PEAK HOUR FACTOR	TOTAL
8:30 PM	62	0.000	0.000
8:45 PM	50	0.000	0.000
9:15 PM	64	0.000	0.000
9:30 PM	68	0.000	0.000
10:00 PM	73	0.000	0.000
10:15 PM	75	0.000	0.000
10:30 PM	75	0.000	0.000
10:45 PM	75	0.000	0.000
11:00 PM	75	0.000	0.000
11:15 PM	56	0.000	0.000
TOTAL	314	0.000	0.000

CONTROL : Signalized

NB	0	0	0	0	EB	0	0	0	WB	0	0	0	0
----	---	---	---	---	----	---	---	---	----	---	---	---	---

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5001-116
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SR	SL	ST	SR	ET	EL	ET	ER	WT	WL	WT	WR	WB	
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR	PEAK HOUR VOLUME	PEAK HOUR FACTOR	TOTAL
8:30 AM	0	0.000	0.000
8:45 AM	0	0.000	0.000
9:15 AM	0	0.000	0.000
9:30 AM	0	0.000	0.000
10:00 AM	0	0.000	0.000
10:15 AM	0	0.000	0.000
10:30 AM	0	0.000	0.000
10:45 AM	0	0.000	0.000
11:00 AM	0	0.000	0.000
11:15 AM	0	0.000	0.000
TOTAL	0	0.000	0.000

CONTROL : Signalized

NB	0	0	0	0	EB	0	0	0	WB	0	0	0	0
----	---	---	---	---	----	---	---	---	----	---	---	---	---

ITM Peak Hour Summary

[DRAFT]

Prepared by:



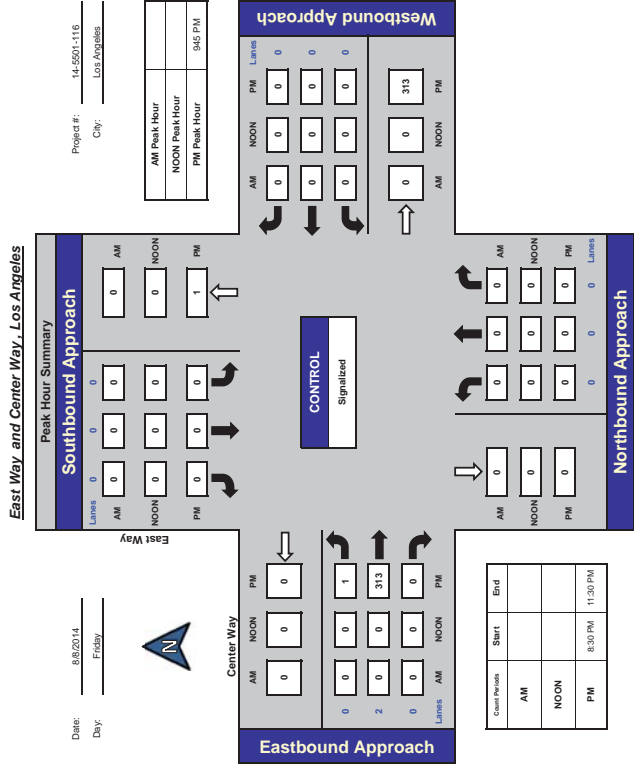
National Data & Surveying Services

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-207 City: Los Angeles Day: Friday Date: 8/8/2014

NS/EW Streets	Sky Way				World Way North				World Way South			
	N	S	E	W	N	S	E	W	N	S	E	W
LANES:	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL APPROACHES	0.000				0.000				0.000			
PEAK HOUR VOLUME	0.000				0.000				0.000			
PEAK HOUR FACTOR	0.000				0.000				0.000			
CONTROL	0											



Project #: 14-5501-116
City: Los Angeles

Total Volume Per Leg

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	313
West Leg	0	0	314
South Leg	0	0	0

Total Ins & Outs

Leg	AM	NOON	PM
North Leg	0	0	0
East Leg	0	0	313
West Leg	0	0	314
South Leg	0	0	0

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Prepared by:
National Data & Surveying Services

Prepared by:
National Data & Surveying Services

Project ID: 14-501-207

Day: Friday

Project ID: 14-501-207

Day: Friday

City: Los Angeles

Date: 8/8/2014

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	NORTHBOUND		SOUTHBOUND		World Way North		World Way North		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	WB	WB	
LANES:	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : 0

NB	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0

NS/EW Streets	NORTHBOUND		SOUTHBOUND		World Way North		World Way North		WESTBOUND		TOTAL
	NL	NT	SR	SL	ET	ER	WT	WR	WB	WB	
LANES:	0	0	0	0	0	0	0	0	0	0	0

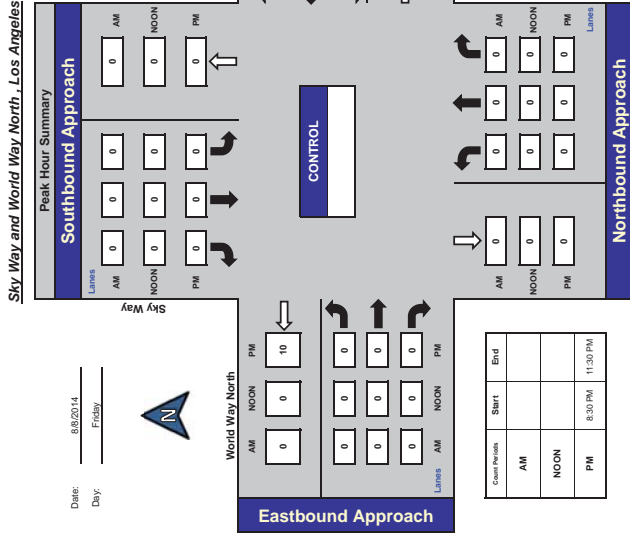
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

PEAK HOUR START TIME	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00	0:00:00
PEAK HOUR VOL.	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : 0

ITM Peak Hour Summary

[DRAFT]



Project #: 14-5501-207
City: Los Angeles

AM Peak Hour	0
NOON Peak Hour	0
PM Peak Hour	0

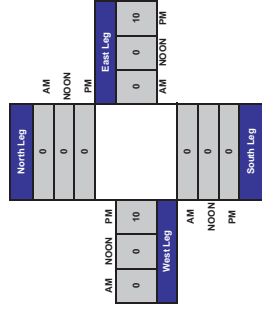
Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

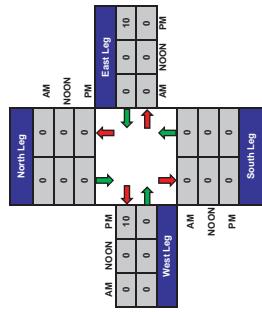
Project ID: 14-5501-210
City: Los Angeles
Date: 8/8/2014
Day: Friday

NS/EW Streets	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL																																					
	NE	NT	NR	SE	ST	SR	EE	ET	ER	WE	WT	WR																																						
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	0																																					
TOTAL VOLUMES APPROACH %:	<table border="1"> <tr><td>NE</td><td>NT</td><td>NR</td><td>SE</td><td>ST</td><td>SR</td><td>EE</td><td>ET</td><td>ER</td><td>WE</td><td>WT</td><td>WR</td><td>TOTAL</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td colspan="12">APPROACH %S: #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0!</td></tr> </table>												NE	NT	NR	SE	ST	SR	EE	ET	ER	WE	WT	WR	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	APPROACH %S: #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0!											
NE	NT	NR	SE	ST	SR	EE	ET	ER	WE	WT	WR	TOTAL																																						
0	0	0	0	0	0	0	0	0	0	0	0	0																																						
APPROACH %S: #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0!																																																		
PEAK HOUR VOLUME:	0.000																																																	
PEAK HOUR FACTOR:	0.000																																																	
CONTROL:	No Control																																																	

Total Volume Per Leg



Total Ins & Outs



Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001-210 City: Los Angeles Day: Friday Date: 8/8/2014

Prepared by:

NS/EW Streets	Word Way (Frontage Rd)			Center Way			Center Way			TOTAL				
	NORTHBOUND	SOUTHBOUND	WESTBOUND	EASTBOUND	WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB	UTURNS
	0	0	0	0	3	0	0	0	0	0	0	0	0	0
8:30 PM														
8:45 PM														
9:00 PM														
9:15 PM														
9:30 PM														
9:45 PM														
10:00 PM														
10:15 PM														
10:30 PM														
10:45 PM														
11:00 PM														
11:15 PM														
11:30 PM														
11:45 PM														
12:00 PM														
12:15 PM														
TOTAL VOLUMES	0	0	0	0	1316	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR START TIME	10:00 PM												TOTAL	
PEAK HOUR VOL	0	0	0	0	557	0	0	0	0	0	0	0	0	557
PEAK HOUR FACTOR	0.000												0.000	

CONTROL : No Control

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

[DRAFT]

Project ID: 14-5001-210 City: Los Angeles Day: Friday Date: 8/8/2014

Prepared by:

NS/EW Streets	Word Way (Frontage Rd)			Center Way			Center Way			TOTAL				
	NORTHBOUND	SOUTHBOUND	WESTBOUND	EASTBOUND	WESTBOUND	WESTBOUND	WESTBOUND	WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WB	UTURNS
	0	0	0	0	3	0	0	0	0	0	0	0	0	0
NOON														
1:00 PM														
2:00 PM														
3:00 PM														
4:00 PM														
5:00 PM														
6:00 PM														
7:00 PM														
8:00 PM														
9:00 PM														
10:00 PM														
11:00 PM														
12:00 AM														
TOTAL VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %S	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
PEAK HOUR START TIME	0:00												TOTAL	
PEAK HOUR VOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR FACTOR	0.000												0.000	

CONTROL : No Control

NB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

[DRAFT]

Prepared by:

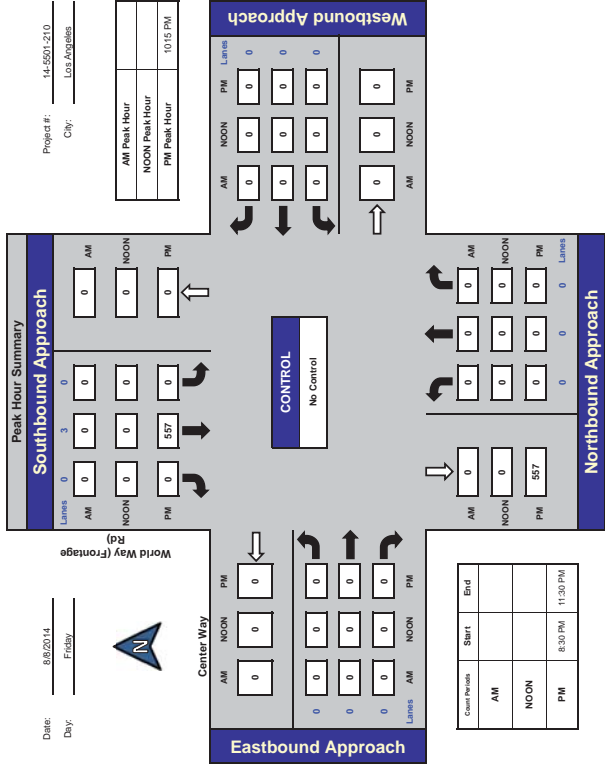


National Data & Surveying Services

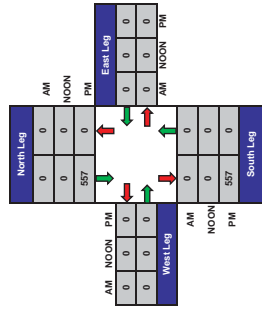
World Way (Frontage Rd) and Center Way, Los Angeles

Date: 8/8/2014
Day: Friday

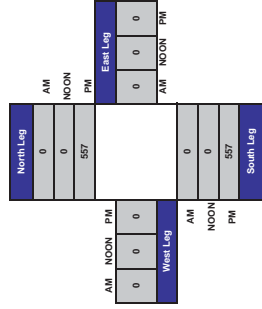
Project #: 14-5501-210
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



[DRAFT]

1948

2218

671

1679

628

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893

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Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Prepared by:
National Data & Surveying Services

Prepared by:
National Data & Surveying Services

Project ID: 14-5101-001

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	AM			PM			WESTBOUND			TOTAL			
	Northbound	Southbound	Westbound	Northbound	Southbound	Westbound	Northbound	Southbound	Westbound	Northbound	Southbound	Westbound	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	3	0	0	0	0	0	4	767
6:15 AM	0	0	0	0	0	230	0	0	0	0	0	493	723
6:30 AM	0	0	0	0	0	227	0	0	0	0	0	526	753
6:45 AM	0	0	0	0	0	240	0	0	0	0	0	469	709
7:00 AM	0	0	0	0	0	166	0	0	0	0	0	456	622
7:15 AM	0	0	0	0	0	199	0	0	0	0	0	418	617
7:30 AM	0	0	0	0	0	209	0	0	0	0	0	418	622
7:45 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:00 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:15 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:30 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:45 AM	0	0	0	0	0	215	0	0	0	0	0	429	646

TOTAL VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	792

PEAK RESTART TIME	01:17 AM
PEAK RESTART TIME	01:17 AM

PEAK HVOL	0	0	0	0	0	0	0	0	0	0	0	0	2970
PEAK HVOL	0	0	0	0	0	0	0	0	0	0	0	0	2970

PEAK HFAC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HFAC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

NB	SB	EB	WB
0	0	0	0

Project ID: 14-5101-001

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	AM			PM			WESTBOUND			TOTAL			
	Northbound	Southbound	Westbound	Northbound	Southbound	Westbound	Northbound	Southbound	Westbound	Northbound	Southbound	Westbound	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	3	0	0	0	0	0	4	0
6:15 AM	0	0	0	0	0	230	0	0	0	0	0	493	723
6:30 AM	0	0	0	0	0	227	0	0	0	0	0	526	753
6:45 AM	0	0	0	0	0	240	0	0	0	0	0	469	709
7:00 AM	0	0	0	0	0	166	0	0	0	0	0	456	622
7:15 AM	0	0	0	0	0	199	0	0	0	0	0	418	617
7:30 AM	0	0	0	0	0	209	0	0	0	0	0	418	622
7:45 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:00 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:15 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:30 AM	0	0	0	0	0	215	0	0	0	0	0	429	646
8:45 AM	0	0	0	0	0	215	0	0	0	0	0	429	646

TOTAL VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	792

PEAK RESTART TIME	01:17 AM
PEAK RESTART TIME	01:17 AM

PEAK HVOL	0	0	0	0	0	0	0	0	0	0	0	0	2970
PEAK HVOL	0	0	0	0	0	0	0	0	0	0	0	0	2970

PEAK HFAC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HFAC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement

[DRAFT]

Project ID: 14-501-001
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND			
	NR	NT	SR	SW	ET	ER	WT	WR	WB	SB	EB	WB
LANES:	0	0	0	3	0	0	0	0	0	0	0	0
TOTAL	0	0	0	3	0	0	0	0	0	0	0	0

PEAK PERIOD	PEAK HR VOL	PEAK HR FACTOR	APPROACH %	TO/AL
AM	0	0.000	0.000	0.000
NOON	0	0.000	0.000	0.000
PM	0	0.000	0.000	0.000

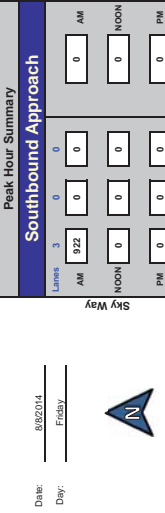
CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

Project ID: 14-501-001
 City: Los Angeles



Count Period	Start	End
AM	6:00 AM	9:00 AM
NOON		
PM		

Approach	AM	NOON	PM	Lanes
Southbound Approach	0	0	0	3
Eastbound Approach	0	0	0	0
Northbound Approach	0	0	0	0
Westbound Approach	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	2870	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach	AM	NOON	PM	Lanes
World Way North	0	0	0	0
World Way South	0	0	0	0
World Way East	0	0	0	0
World Way West	0	0	0	0

Approach

Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

National Data & Surveying Services

Project ID: 14-501-002
City: Los Angeles
Date: 8/8/2014
Day: Friday

Project ID: 14-501-002
City: Los Angeles
Date: 8/8/2014
Day: Friday

NS/EW Streets	AM				PM				TOTAL
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	
LANES:	NL 1	NT 0	SR 0	SL 0	NR 0	NS 0	SE 0	SW 0	TOTAL 0
6:00 AM	27	0	0	0	145	0	0	0	762
6:15 AM	29	0	0	0	178	0	0	0	738
6:30 AM	31	0	0	0	191	0	0	0	753
6:45 AM	15	0	0	0	185	0	0	0	784
7:00 AM	11	0	0	0	161	0	0	0	735
7:15 AM	11	0	0	0	169	0	0	0	764
7:30 AM	19	0	0	0	169	0	0	0	684
7:45 AM	18	0	0	0	172	0	0	0	610
8:00 AM	28	0	0	0	174	0	0	0	600
8:15 AM	25	0	0	0	142	0	0	0	680
8:30 AM	19	0	0	0	128	0	0	0	619
8:45 AM	19	0	0	0	128	0	0	0	619
TOTAL VOLUMES	242	0	0	0	1837	0	0	0	9285
APPROACH %:	100.00%	0.00%	0.00%	0.00%	22.86%	77.16%	0.00%	0.00%	

PEAK HOUR VOLUME	90	0	0	0	0	0	0	0	2979
PEAK HOUR FACTOR	0.738								0.639

CONTROL : No Control

NB	0	0	0	0	0	0	0	0	0
SB	0	0	0	0	0	0	0	0	0
EB	0	0	0	0	0	0	0	0	0
WB	0	0	0	0	0	0	0	0	0

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

Project ID: 14-501-002
City: Los Angeles
Date: 8/8/2014
Day: Friday

NS/EW Streets	AM				PM				TOTAL
	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	
LANES:	NL 1	NT 0	SR 0	SL 0	NR 0	NS 0	SE 0	SW 0	TOTAL 0
6:00 AM	27	0	0	0	145	0	0	0	762
6:15 AM	29	0	0	0	178	0	0	0	738
6:30 AM	31	0	0	0	191	0	0	0	753
6:45 AM	15	0	0	0	185	0	0	0	784
7:00 AM	11	0	0	0	161	0	0	0	735
7:15 AM	11	0	0	0	169	0	0	0	764
7:30 AM	19	0	0	0	169	0	0	0	684
7:45 AM	18	0	0	0	172	0	0	0	610
8:00 AM	28	0	0	0	174	0	0	0	600
8:15 AM	25	0	0	0	142	0	0	0	680
8:30 AM	19	0	0	0	128	0	0	0	619
8:45 AM	19	0	0	0	128	0	0	0	619
TOTAL VOLUMES	242	0	0	0	1837	0	0	0	9285
APPROACH %:	100.00%	0.00%	0.00%	0.00%	22.86%	77.16%	0.00%	0.00%	

PEAK HOUR VOLUME	90	0	0	0	0	0	0	0	2979
PEAK HOUR FACTOR	0.738								0.639

CONTROL : No Control

Intersection Turning Movement

[DRAFT]

Project ID: 14-501-002
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way North				WESTBOUND					
	NR	NT	SR	ST	NR	NT	SR	ST	NR	NT	SR	ST	WR	WT
LANES:	1	0	0	0	0	0	0	0	0	0	0	0	1	3
TRAILING VEHICLES APPROACHING %	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK PERCENT TIME - 0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR VOL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : No Control

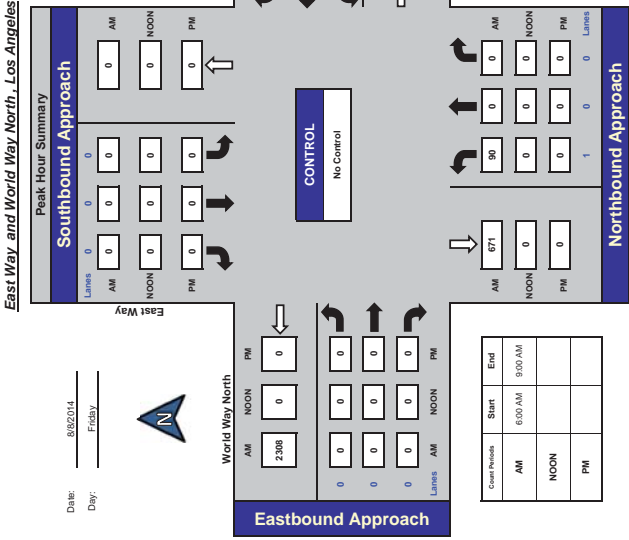
ITM Peak Hour Summary

[DRAFT]

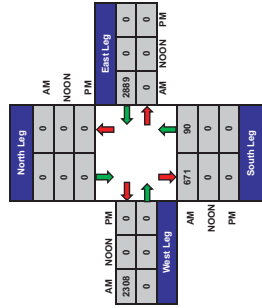
Prepared by:
NDS
 National Data & Surveying Services

Date: 8/8/2014
 Day: Friday

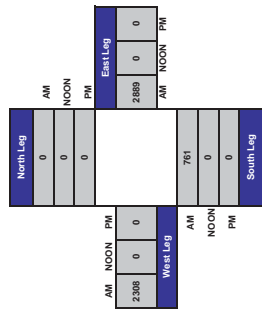
Project #: 14-501-002
 City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Intersection Turning Movement

[DRAFT]

Prepared by:
National Data & Surveying Services

Prepared by:
National Data & Surveying Services

Project ID: 14-5101-004

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Northbound				Southbound				Eastbound				Westbound				TOTAL
	NL	NT	NR	SL	ST	SR	ET	ER	WT	WR	WT	WR	WT	WR			
6:00 AM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	513		
6:15 AM	0	0	0	121	0	0	0	359	0	0	0	0	0	0	518		
6:30 AM	0	0	0	141	0	0	0	359	0	0	0	0	0	0	500		
6:45 AM	0	0	0	141	0	0	0	327	0	0	0	0	0	0	485		
7:00 AM	0	0	0	158	0	0	0	326	0	0	0	0	0	0	476		
7:15 AM	0	0	0	150	0	0	0	326	0	0	0	0	0	0	476		
7:30 AM	0	0	0	160	0	0	0	316	0	0	0	0	0	0	476		
7:45 AM	0	0	0	160	0	0	0	296	0	0	0	0	0	0	476		
8:00 AM	0	0	0	142	0	0	0	315	0	0	0	0	0	0	497		
8:15 AM	0	0	0	142	0	0	0	315	0	0	0	0	0	0	497		
8:30 AM	0	0	0	131	0	0	0	303	0	0	0	0	0	0	474		
8:45 AM	0	0	0	131	0	0	0	303	0	0	0	0	0	0	474		

LANES	NL	NT	NR	SL	ST	SR	ET	ER	WT	WR	TOTAL
TOTAL VOLUMES	0	0	0	1724	0	0	4017	0	0	0	5741
APPROACH %	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%

PEAK PERIOD	PEAK HOUR	PEAK PERCENTAGE	PEAK PERIOD	PEAK HOUR	PEAK PERCENTAGE
6:00 AM	0	0.000	6:00 AM	0	0.000
6:15 AM	0	0.000	6:15 AM	0	0.000
6:30 AM	0	0.000	6:30 AM	0	0.000
6:45 AM	0	0.000	6:45 AM	0	0.000
7:00 AM	0	0.000	7:00 AM	0	0.000
7:15 AM	0	0.000	7:15 AM	0	0.000
7:30 AM	0	0.000	7:30 AM	0	0.000
7:45 AM	0	0.000	7:45 AM	0	0.000
8:00 AM	0	0.000	8:00 AM	0	0.000
8:15 AM	0	0.000	8:15 AM	0	0.000
8:30 AM	0	0.000	8:30 AM	0	0.000
8:45 AM	0	0.000	8:45 AM	0	0.000

CONTROL	CONTROL
Signalized	Signalized

UTURNS	NB	SB	EB	WB
	0	0	0	0

Project ID: 14-5101-004

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Northbound				Southbound				Eastbound				Westbound				TOTAL
	NL	NT	NR	SL	ST	SR	ET	ER	WT	WR	WT	WR	WT	WR			
6:00 AM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0		
6:15 AM	0	0	0	121	0	0	0	359	0	0	0	0	0	0	0		
6:30 AM	0	0	0	141	0	0	0	359	0	0	0	0	0	0	0		
6:45 AM	0	0	0	141	0	0	0	327	0	0	0	0	0	0	0		
7:00 AM	0	0	0	158	0	0	0	326	0	0	0	0	0	0	0		
7:15 AM	0	0	0	150	0	0	0	326	0	0	0	0	0	0	0		
7:30 AM	0	0	0	160	0	0	0	316	0	0	0	0	0	0	0		
7:45 AM	0	0	0	160	0	0	0	296	0	0	0	0	0	0	0		
8:00 AM	0	0	0	142	0	0	0	315	0	0	0	0	0	0	0		
8:15 AM	0	0	0	142	0	0	0	315	0	0	0	0	0	0	0		
8:30 AM	0	0	0	131	0	0	0	303	0	0	0	0	0	0	0		
8:45 AM	0	0	0	131	0	0	0	303	0	0	0	0	0	0	0		

LANES	NL	NT	NR	SL	ST	SR	ET	ER	WT	WR	TOTAL
TOTAL VOLUMES	0	0	0	1724	0	0	4017	0	0	0	5741
APPROACH %	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%

PEAK PERIOD	PEAK HOUR	PEAK PERCENTAGE	PEAK PERIOD	PEAK HOUR	PEAK PERCENTAGE
6:00 AM	0	0.000	6:00 AM	0	0.000
6:15 AM	0	0.000	6:15 AM	0	0.000
6:30 AM	0	0.000	6:30 AM	0	0.000
6:45 AM	0	0.000	6:45 AM	0	0.000
7:00 AM	0	0.000	7:00 AM	0	0.000
7:15 AM	0	0.000	7:15 AM	0	0.000
7:30 AM	0	0.000	7:30 AM	0	0.000
7:45 AM	0	0.000	7:45 AM	0	0.000
8:00 AM	0	0.000	8:00 AM	0	0.000
8:15 AM	0	0.000	8:15 AM	0	0.000
8:30 AM	0	0.000	8:30 AM	0	0.000
8:45 AM	0	0.000	8:45 AM	0	0.000

CONTROL	CONTROL
Signalized	Signalized

Intersection Turning Movement

[DRAFT]

Project ID: 14-501-004
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NOON				World Way South				WESTBOUND				TOTAL
	NR	NT	SR	SL	ET	ER	WT	WR	WB	SB	EB	WB	
LANES:	0	0	2	0	0	0	0	0	0	0	0	0	0
TRAILING VEHICLES APPROACHING %	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK PERCENT TIME - 0.5%	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK PERCENT	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

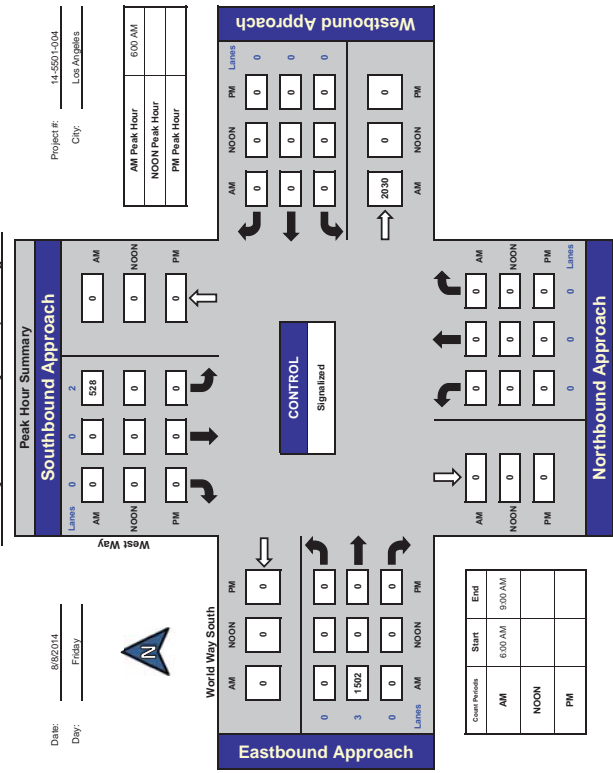
CONTROL : Signalized

ITM Peak Hour Summary

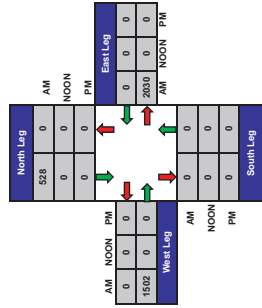
[DRAFT]

Prepared by:
NDS
 National Data & Surveying Services

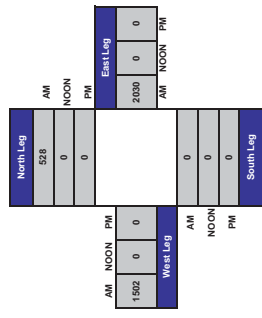
West Way and World Way South - Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Project ID: 14-501-005
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR	
LANES:	0	0	0	2	0	0	0	0	0.5	2.5	0	0	0	0	0	0	
TRUCK MOVEMENT APPROACH %	0.000																
PEAK PERCENT TIME - 0.500	0.000																
PEAK HR VOL.	0.000																
PEAK HR FACTOR	0.000																

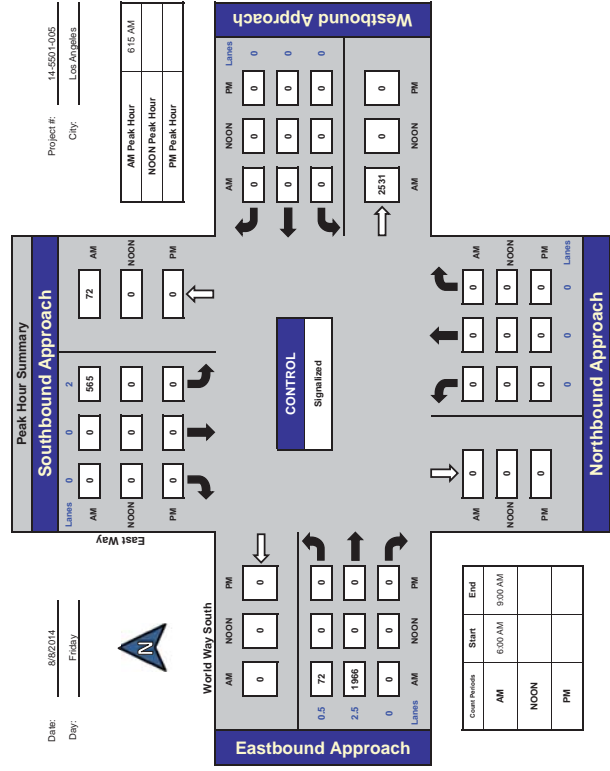
CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by:
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East Way, and World Way South, Los Angeles



Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5101-006
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Century Blvd			Century Blvd			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	1.5	1.5	1	0	0	0	584
6:00 AM	0	0	0	0	0	0	269	138	193	0	0	0	651
6:15 AM	0	0	0	0	0	0	250	178	243	0	0	0	651
6:30 AM	0	0	0	0	0	0	226	170	192	0	0	0	588
6:45 AM	0	0	0	0	0	0	237	187	237	0	0	0	651
7:00 AM	0	0	0	0	0	0	208	178	208	0	0	0	594
7:15 AM	0	0	0	0	0	0	220	170	153	0	0	0	543
7:30 AM	0	0	0	0	0	0	223	156	178	0	0	0	557
7:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:00 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:15 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:30 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
TOTAL VOLUMES	0	0	0	0	0	0	2726	2031	2292	0	0	0	7049
APPROACH %:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.58%	29.01%	32.42%	0.00%	0.00%	0.00%	70%

PEAK HOUR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	0	269	138	193	0	0	0	651
6:15 AM	0	0	0	0	0	0	250	178	243	0	0	0	651
6:30 AM	0	0	0	0	0	0	226	170	192	0	0	0	588
6:45 AM	0	0	0	0	0	0	237	187	237	0	0	0	651
7:00 AM	0	0	0	0	0	0	208	178	208	0	0	0	594
7:15 AM	0	0	0	0	0	0	220	170	153	0	0	0	543
7:30 AM	0	0	0	0	0	0	223	156	178	0	0	0	557
7:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:00 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:15 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:30 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
PEAK HOUR	0	0	0	0	0	0	930	708	893	0	0	0	2521
PEAK HOUR FACTOR	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.34%	0.34%	0.39%	0.00%	0.00%	0.00%	36%

CONTROL : No Control

UTURNS	NB	SB	EB	WB
UTURNS	0	0	0	0

Intersection Turning Movement
National Data & Surveying Services

Project ID: 14-5101-006
City: Los Angeles
Day: Friday
Date: 8/8/2014

NS/EW Streets	Northbound			Southbound			Century Blvd			Century Blvd			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	1.5	1.5	1	0	0	0	0
6:00 AM	0	0	0	0	0	0	269	138	193	0	0	0	651
6:15 AM	0	0	0	0	0	0	250	178	243	0	0	0	651
6:30 AM	0	0	0	0	0	0	226	170	192	0	0	0	588
6:45 AM	0	0	0	0	0	0	237	187	237	0	0	0	651
7:00 AM	0	0	0	0	0	0	208	178	208	0	0	0	594
7:15 AM	0	0	0	0	0	0	220	170	153	0	0	0	543
7:30 AM	0	0	0	0	0	0	223	156	178	0	0	0	557
7:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:00 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:15 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:30 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
TOTAL VOLUMES	0	0	0	0	0	0	2726	2031	2292	0	0	0	7049
APPROACH %:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.58%	29.01%	32.42%	0.00%	0.00%	0.00%	70%

PEAK HOUR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	0	269	138	193	0	0	0	651
6:15 AM	0	0	0	0	0	0	250	178	243	0	0	0	651
6:30 AM	0	0	0	0	0	0	226	170	192	0	0	0	588
6:45 AM	0	0	0	0	0	0	237	187	237	0	0	0	651
7:00 AM	0	0	0	0	0	0	208	178	208	0	0	0	594
7:15 AM	0	0	0	0	0	0	220	170	153	0	0	0	543
7:30 AM	0	0	0	0	0	0	223	156	178	0	0	0	557
7:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:00 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:15 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:30 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
8:45 AM	0	0	0	0	0	0	216	165	152	0	0	0	533
PEAK HOUR	0	0	0	0	0	0	930	708	893	0	0	0	2521
PEAK HOUR FACTOR	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.34%	0.34%	0.39%	0.00%	0.00%	0.00%	36%

CONTROL : No Control

UTURNS	NB	SB	EB	WB
UTURNS	0	0	0	0

Intersection Turning Movement

[DRAFT]

Project ID: 14-501-006
 City: Los Angeles
 Day: Friday
 Date: 8/8/2014

NS/EW Streets	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR	
LANES:	0	0	0	0	0	0	0	0	1.5	1.5	1.5	1	1	0	0	0	
PEAK PERIOD	0.000																
PEAK HR VOL	0.000																
PEAK HR FACTOR	0.000																

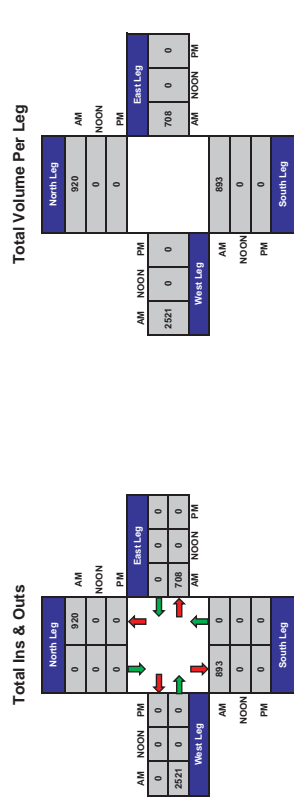
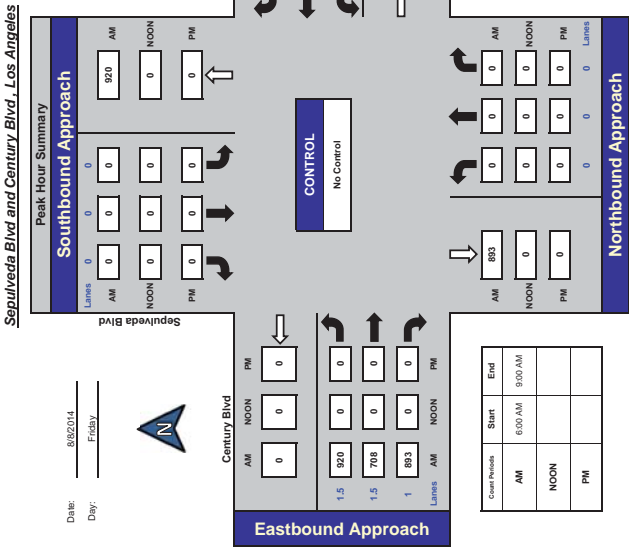
CONTROL : No Control

ITM Peak Hour Summary

[DRAFT]

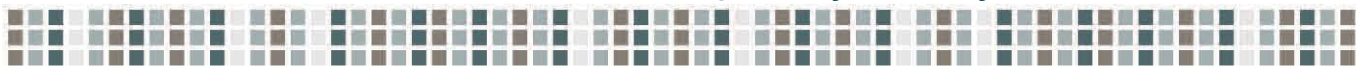
Prepared by:
NDS
 National Data & Surveying Services

Project ID: 14-501-006
 City: Los Angeles



N.6

Intersection Capacity Analysis Worksheets



Movement	EBT	EBR	NEL	NER	NER2	
Lane Configurations	←↑↑	↑	↑↑↑	↑↑	↑↑	↑
Volume (vph)	1001	852	264	1202	984	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	0.86	0.86	0.97	0.81	0.91	
Flt Protected	1.00	1.00	0.98	1.00	1.00	
Satd. Flow (prot)	4683	1389	2992	2400	1348	
Flt Permitted	1.00	1.00	0.98	1.00	1.00	
Satd. Flow (perm)	4683	1389	2992	2400	1348	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	1088	926	287	1307	1070	
RTOR Reduction (vph)	0	0	0	17	17	
Lane Group Flow (vph)	1551	463	875	1173	582	
Heavy Vehicles (%)	0%	0%	9%	9%	9%	
Turn Type	Perm	Perm	Prot	Perm	Perm	
Protected Phases	4	2	2	2	2	
Permitted Phases	4					
Actuated Green, G (s)	40.5	40.5	56.4	56.4	56.4	
Effective Green, g (s)	40.5	40.5	56.4	56.4	56.4	
Actuated g/C Ratio	0.38	0.38	0.53	0.53	0.53	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1791	531	1593	1278	718	
v/s Ratio Prot	0.33		0.29		c0.49	
v/c Ratio	0.87	0.87	0.55	0.92	0.81	
Uniform Delay, d1	30.2	30.3	16.4	22.6	20.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.7	14.6	0.4	10.5	6.9	
Delay (s)	34.9	44.9	16.7	33.1	27.2	
Level of Service	C	D	B	C	C	
Approach Delay (s)	37.2		26.4			
Approach LOS	D		C			
Intersection Summary						
HCM Average Control Delay			31.0		HCM Level of Service	C
HCM Volume to Capacity ratio			0.90			
Actuated Cycle Length (s)			106.9		Sum of lost time (s)	9.0
Intersection Capacity Utilization			85.5%		ICU Level of Service	E
Analysis Period (min)			15			
C Critical Lane Group						

MTR188 - Baseline Fri Apr 8, 2016 14:07:29 Page 1-1

RSA Study

Level of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level of Service: A

Street Name: North Bound South Bound East Bound West Bound
 Approach: Easy Way

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected

Rights: Include Include Include Include Include

Min. Green: 0 0 0 0 2 0 0 0 1 0 4 0 0 0 0 0 0 0 0 0

Lanes: 0 0 0 0 2 0 0 0 1 0 4 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 361 0 0 150 1866 0 0 0 0 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 361 0 0 150 1866 0 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 361 0 0 150 1866 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 361 0 0 150 1866 0 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 397 0 0 150 1866 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Adjustment: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Lanes: 0 0 0 0 2 0 0 0 1 0 4 0 0 0 0 0 0 0 0 0

Final Sat.: 0 0 0 2750 0 0 1375 5500 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.00 0.11 0.34 0.00 0.00 0.00 0.00

Crit Vol: 0 199 467 0

Crit Moves: *****

MITIG8 - Baseline Fri Apr 8, 2016 14:00:10 Page 1-1

RSA Study

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Skyway @ World Way North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741

Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 88 Level Of Service: C

Street Name: North Bound Skyway East Bound World Way North

Approach: L - T - R L - T - R L - T - R L - T - R

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected Protected Protected

Rights: 0

Min. Green: 2 0 1 0 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 1 0 0 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 386 267 0 0 0 1345 0 0 0 1880 0 0 0 1880 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 386 267 0 0 0 1345 0 0 0 1880 0 0 0 1880 0

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 386 267 0 0 0 1345 0 0 0 1880 0 0 0 1880 0

Reduced Vol: 0

Reduced Vol: 386 267 0 0 0 1345 0 0 0 1880 0 0 0 1880 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.10 1.00 0.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 425 267 0 0 0 1480 0 0 0 1480 0 0 0 1480 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 1.00 0.00 0.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 2750 1375 0 0 0 4125 0 0 0 4125 0 0 0 4125 0

Capacity Analysis Module:

Vol/Sat: 0.15 0.19 0.00 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.00 0.23 0.00

Crit Vol: 212 493 0

Crit Moves: ****

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

HCM Signalized Intersection Capacity Analysis

1: Int



Table with columns: Movement, EBT, EBR, NEL, NER, NER2. Rows include Lane Configurations, Volume (vph), Ideal Flow (vphpl), Total Lost time (s), Lane Util. Factor, Flt, FI Protected, Sald. Flow (prot), FI Permitted, Sald. Flow (perm), Peak-hour factor, PHF, Adj. Flow (vph), RTOR Reduction (vph), Lane Group Flow (vph), Heavy Vehicles (%), Turn Type, Protected Phases, Permitted Phases, Actuated Green, G (s), Effective Green, g (s), Actuated G/C Ratio, Clearance Time (s), Vehicle Extension (s), Lane Grp Cap (vph), v/s Ratio Prot, v/s Ratio Perm, v/c Ratio, Uniform Delay, d1, Progression Factor, Incremental Delay, d2, Delay (s), Level of Service, Approach Delay (s), Approach LOS.

Intersection Summary

Summary table with columns: HCM Average Control Delay, HCM Volume to Capacity ratio, Actuated Cycle Length (s), Intersection Capacity Utilization, Analysis Period (min), Critical Lane Group. Values: 31.0, 0.90, 106.9, 85.5%, 15, C.

 Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)

 Intersection #2 World Way South and West Way

 Cycle (sec): 120 Critical Vol./Cap. (X): 0.738
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 20 0 0 0 0 0 60 0 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 0 5 0 0 0 0 0 0
 Volume Module:-----
 Base Vol: 0 0 0 1116 0 0 0 2006 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 1116 0 0 0 2006 0 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 1116 0 0 0 2006 0 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 1116 0 0 0 2006 0 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 1228 0 0 0 2006 0 0 0 0 0 0 0
 Saturation Flow Module:-----
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 5.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2750 0 0 0 6875 0 0 0 0 0 0 0
 Capacity Analysis Module:-----
 Vol/Sat: 0.00 0.00 0.00 0.45 0.00 0.00 0.00 0.29 0.00 0.00 0.00 0.00
 Crit Vol: 614
 Crit Moves: 401

 Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)

 Intersection #4 Exit Intersection

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 85 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:-----
 Base Vol: 0 164 0 0 0 0 0 0 840 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 164 0 0 0 0 0 0 840 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 164 0 0 0 0 0 0 840 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 164 0 0 0 0 0 0 840 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 164 0 0 0 0 0 0 840 0 0 0 0 0 0
 Saturation Flow Module:-----
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 1375 0 0 0 0 0 0 1375 0 0 0 0 0 0
 Capacity Analysis Module:-----
 Vol/Sat: 0.00 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.00
 Crit Vol: 164
 Crit Moves: 840

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RSA Study

Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 World Way South and East Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366

Loss Time (sec): 36 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 36 Level Of Service: A

Street Name: North Bound South Bound East Bound West Bound

Approach: L - T - R L - T - R L - T - R L - T - R

Movement: Protected Protected Protected Protected

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 2 0 0 0 1 0 4 0 0 0 0 0

Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 0 318 0 0 107 1312 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 318 0 0 107 1312 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 0 318 0 0 107 1312 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 0 0 0 0 350 0 0 107 1312 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 2.00 0.00 0.00 4.00 0.00 0.00

Final Sat.: 0 0 0 0 2750 0 0 1375 5500 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.13 0.00 0.00 0.08 0.24 0.00

Crit Vol: 0 175 328 0

Crit Moves: *****

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Level Of Service Computation Report

Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 World Way North and Skyway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.525

Loss Time (sec): 80 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 80 Level Of Service: A

Street Name: North Bound South Bound East Bound West Bound

Approach: L - T - R L - T - R L - T - R L - T - R

Movement: Protected Protected Protected Protected

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 1 0 3 0 0 0 0 0 0 0

Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 5 1

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 922 0 0 0 2339 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 0 0 0 0 922 0 0 0 2339 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 0 0 0 0 0 922 0 0 0 2339 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00

Final Vol: 0 0 0 0 0 0 0 0 1014 0 0 0 2339 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 xxxxx 0.01 4.00 0.00

Final Sat.: 0 0 0 0 0 0 0 0 5500 0 0 0 0 6875 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.18 0.00 0.00

Crit Vol: 0 254 0 468

Crit Moves: *****

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Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)
 Intersection #3 World Way South and East Way
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx A
 Optimal Cycle: 80 Level Of Service: A
 Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 0 0 0 0 20 0 0 0 0 60 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 1 0 5 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 0 429 0 0 74 2420 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 429 0 0 74 2420 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 429 0 0 74 2420 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 429 0 0 74 2420 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 472 0 0 74 2420 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 5.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2750 0 0 1375 6875 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.00 0.05 0.35 0.00 0.00 0.00 0.00
 Crit Vol: 0 236 484
 Crit Moves: ****

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

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Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)
 Intersection #2 World Way South and West Way
 Cycle (sec): 120 Critical Vol./Cap. (X): 0.664
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx B
 Optimal Cycle: 80 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 0 0 0 0 20 0 0 0 0 60 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 0 5 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 0 1184 0 0 0 1310 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 1184 0 0 0 1310 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 1184 0 0 0 1310 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 1184 0 0 0 1310 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 1302 0 0 0 1310 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 5.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2750 0 0 0 6875 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.47 0.00 0.00 0.00 0.19 0.00 0.00 0.00 0.00
 Crit Vol: 0 651 262
 Crit Moves: ****

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

HCM Signalized Intersection Capacity Analysis

1: Int

Movement	EBT	EBR	NEL	NER	NER2	
Lane Configurations	←←←	←	←	←	←	
Volume (vph)	925	788	366	1318	1078	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	0.86	0.86	0.91	0.81	0.91	
Flt Protected	1.00	1.00	0.98	1.00	1.00	
Satd. Flow (prot)	4682	1389	3011	2400	1348	
Flt Permitted	1.00	1.00	0.98	1.00	1.00	
Satd. Flow (perm)	4682	1389	3011	2400	1348	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	1005	857	398	1433	1172	
RTOR Reduction (vph)	0	0	0	22	22	
Lane Group Flow (vph)	1434	428	1043	1282	634	
Heavy Vehicles (%)	0%	0%	9%	9%	9%	
Turn Type	Perm	Perm	Prot	Perm	Perm	
Protected Phases	4	2	2	2	2	
Permitted Phases	4	4	2	2	2	
Actuated Green, G (s)	40.2	40.2	59.9	59.9	59.9	
Effective Green, g (s)	40.2	40.2	59.9	59.9	59.9	
Actuated g/C Ratio	0.37	0.37	0.55	0.55	0.55	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1725	512	1653	1318	740	
v/s Ratio Prot	0.31	c0.31	0.35	c0.53	0.47	
v/c Ratio	0.83	0.84	0.63	0.97	0.86	
Uniform Delay, d1	31.4	31.4	17.0	23.8	21.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.6	11.3	0.8	18.5	9.7	
Delay (s)	34.9	42.7	17.8	42.4	30.6	
Level of Service	C	D	B	D	C	
Approach Delay (s)	36.7	31.2				
Approach LOS	D	C				
Intersection Summary						
HCM Average Control Delay		33.3		HCM Level of Service	C	
HCM Volume to Capacity ratio		0.92				
Actuated Cycle Length (s)		1091		Sum of lost time (s)	9.0	
Intersection Capacity Utilization		87.0%		ICU Level of Service	E	
Analysis Period (min)		15				
C Critical Lane Group						

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RSA Study
 Level of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)
 Intersection #3 World Way South and East Way
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.498
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level of Service: A
 Street Name: North Bound South Bound East Bound West Bound
 Approach: Easy Way World Way South World Way South
 Movement: L - T - R L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 2 0 0 0 1 0 4 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 1 0 4 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 0 544 0 0 127 1540 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 544 0 0 127 1540 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 544 0 0 127 1540 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 544 0 0 127 1540 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 598 0 0 127 1540 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 4.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2750 0 0 1375 5500 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.00 0.09 0.28 0.00 0.00 0.00 0.00
 Crit Vol: 0 299 385
 Crit Moves: *****

 Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)
 Intersection #2 World Way South and West Way
 Cycle (sec): 120 Critical Vol./Cap. (X): 0.860
 Loss Time (sec): 120 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 120 Level Of Service: D
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 0 0 0 0 20 0 0 0 0 60 0 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 0 5 0 0 0 0 0 0
 Volume Module:-----
 Base Vol: 0 0 0 1309 0 0 0 2310 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 1309 0 0 0 2310 0 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 1309 0 0 0 2310 0 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 1309 0 0 0 2310 0 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 1440 0 0 0 2310 0 0 0 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 0.00 5.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 0 2750 0 0 0 6875 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.52 0.00 0.00 0.00 0.34 0.00 0.00 0.00 0.00
 Crit Vol: 720
 Crit Moves: *****

 RSA Study
 Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)
 Intersection #4 Exit Intersection
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 89 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:-----
 Base Vol: 0 250 0 0 0 0 0 0 774 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 250 0 0 0 0 0 0 774 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 250 0 0 0 0 0 0 774 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 250 0 0 0 0 0 0 774 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 250 0 0 0 0 0 0 774 0 0 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 1375 0 0 0 0 0 0 1375 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.18 0.00 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.00 0.00
 Crit Vol: 250
 Crit Moves: *****

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Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)
 Intersection #3 World Way South and East Way
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
 Loss Time (sec): 80 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 80 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 0 0 0 0 20 0 0 0 1 0 5 0 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 1 0 5 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 0 0 496 0 0 81 2790 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 496 0 0 81 2790 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 496 0 0 81 2790 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 496 0 0 81 2790 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 546 0 0 81 2790 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 5.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2750 0 0 1375 6875 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.00 0.06 0.41 0.00 0.00 0.00 0.00
 Crit Vol: 0 273 558
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)
 Intersection #2 World Way South and West Way
 Cycle (sec): 120 Critical Vol./Cap. (X): 0.765
 Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include
 Min. Green: 0 0 0 0 20 0 0 0 0 60 0 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 0 5 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 0 0 1365 0 0 0 1506 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 1365 0 0 0 1506 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 1365 0 0 0 1506 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 1365 0 0 0 1506 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 1502 0 0 0 1506 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 5.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2750 0 0 0 6875 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.55 0.00 0.00 0.00 0.22 0.00 0.00 0.00 0.00
 Crit Vol: 0 751 301
 Crit Moves: ****

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