

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



[DRAFT]

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	11	18	13	173
4	Parking Airport-Operated Shuttles	26	14	15	11	9	9	9	11	6	13	8	10	141
	On-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee Airport-Operated Shuttles	0	4	0	0	0	0	0	1	4	0	1	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
7	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
10	Flyaways	0	2	2	1	1	2	2	2	0	2	2	2	18
TOTAL		709	723	685	753	709	642	651	583	622	646	606	623	7952

[DRAFT]

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 14-5501 CharterBuses-001

Day: Friday

City: Los Angeles

Date: 8/8/2014

City: Los Angeles

Date: 8/19/2024

NS/EW Streets	AM												UTURNS				
	Sky Way			Sky Way			World Way North			World Way North							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					TOTAL
LANES:	0	0	0	0	0	3	0	0	0	0	4	0		NB	SB	EB	WB
6:00 AM	0	0	0	0	0	1	0	0	0	0	3	0	4				
6:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2				
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1				
6:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	5				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2				
7:30 AM	0	0	0	0	0	2	0	0	0	0	2	0	4				
7:45 AM	0	0	0	0	0	2	0	0	0	0	2	0	4				
8:00 AM	0	0	0	0	0	1	0	0	0	0	2	0	3				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	3				
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2				
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	30	0	0	0	0
PEAK HR START TIME :	7:15 AM												TOTAL				
PEAK HR VOL :	0	0	0	0	0	6	0	0	0	0	7	0	13				
PEAK HR FACTOR :	0.000					0.750			0.000		0.875		0.813				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-CharterBuses-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

N/S/E/W Streets	PM												TOTAL	
	Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	TOTAL
TOTAL VOLUMES :														
APPROACH %'s :														
PEAK HR START TIME :														
PEAK HR VOL :														
PEAK HR FACTOR :														

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-CharterBuses-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets:	NOON												TOTAL	
	Sky Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	TOTAL
TOTAL VOLUMES :														
APPROACH %'s :														
PEAK HR START TIME :														
PEAK HR VOL :														
PEAK HR FACTOR :														

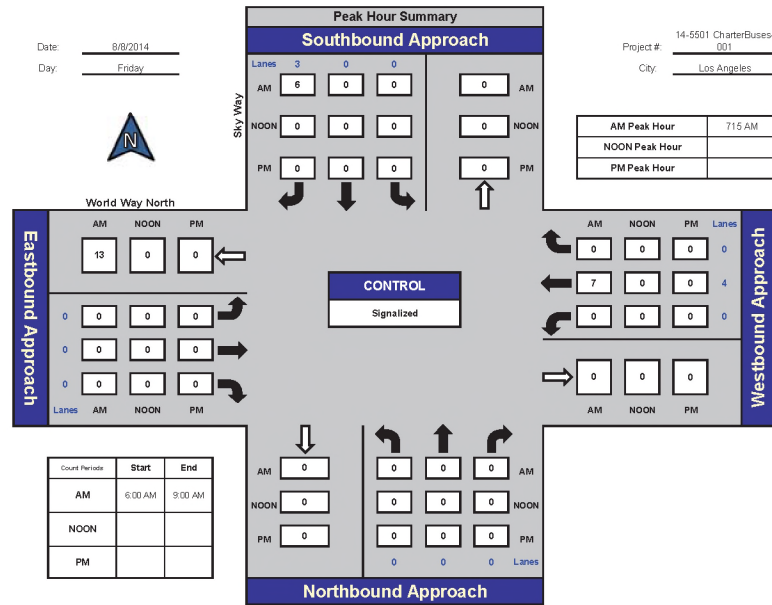
CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

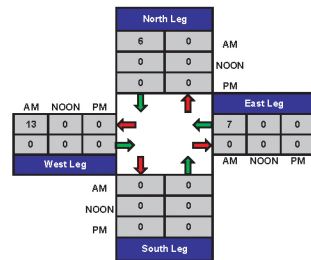
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

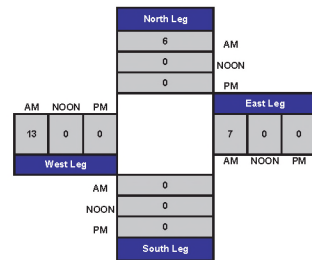
[DRAFT]

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: 14-5501 CharterBuses-001

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	9	0	0	0	0	5	0	14
6:15 AM	0	0	0	0	0	8	0	0	0	0	2	0	10
6:30 AM	0	0	0	0	0	11	0	0	0	0	1	0	12
6:45 AM	0	0	0	0	0	11	0	0	0	0	3	0	14
7:00 AM	0	0	0	0	0	11	0	0	0	0	3	0	14
7:15 AM	0	0	0	0	0	10	0	0	0	0	4	0	14
7:30 AM	0	0	0	0	0	10	0	0	0	0	2	0	12
7:45 AM	0	0	0	0	0	9	0	0	0	0	4	0	13
8:00 AM	0	0	0	0	0	11	0	0	0	0	2	0	13
8:15 AM	0	0	0	0	0	12	0	0	0	0	3	0	15
8:30 AM	0	0	0	0	0	11	0	0	0	0	5	0	16
8:45 AM	0	0	0	0	0	11	0	0	0	0	3	0	14
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	361
PEAK HR START TIME:	5:00 AM												TOTAL
PEAK HR VOL:	0	0	0	0	0	45	0	0	0	0	13	0	58
PEAK HR FACTOR:	0.000			0.928			0.000			0.650			0.906

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, Citybusse-001													Day: Friday			
City: Los Angeles													Date: 6/6/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		PM							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
		0	0	0	0	0	3	0	0	0	0	4	0	0		
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
APPROACH %'s :		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI		
PEAK HR START TIME :		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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

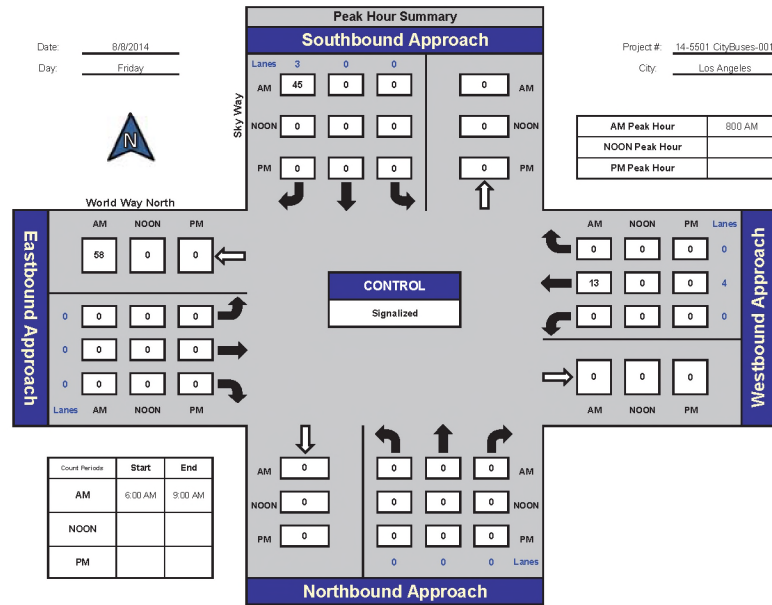
Project ID: 14-9501, Citybusse-001													Day: Friday										
City: Los Angeles													Date: 6/6/2014										
NOON																							
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North																
NORTHBOUND													EASTBOUND		WESTBOUND								
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB						
	0	0	0		0	3	0	0	0	0	4	0	0										
TOTAL VOLUMES:																							
APPROACH %'s :																							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB						
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0	0	0	0						
PEAK HR START TIME:													0.000		TOTAL								
PEAK HR 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			

CONTROL : Signalized

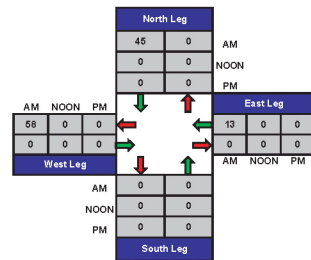
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

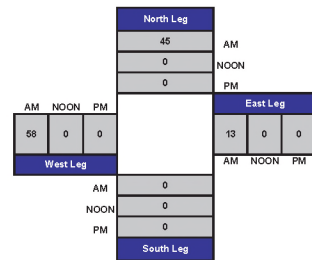
[DRAFT]

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: 14-5501 EmployeeAirportOperatesShut

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 3	EL 0	ET 0	ER 0	WL 0	WT 4	WR 0	TOTAL 0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	2	0	0	0	0	0	2	4
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	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	4	0	0	0	0	0	4	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	9	0	0	0	0	0	0	11
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	
PEAK HR START TIME:	8:00 AM												TOTAL
PEAK HR VOL:	0	0	0	0	0	6	0	0	0	0	0	0	6
PEAK HR FACTOR:	0.000					0.375			0.000		0.000		0.375

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning MovementPrepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-9501: EmployeeAirportOperatedShut														Day: Friday	
City: Los Angeles														Date: 6/6/2014	
NS/EW Streets:	Sky Way		Sky Way		World Way North				World Way North						
	NORTHBOUND				SOUTHBOUND		EASTBOUND				WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
	0	0	0	0	0	3	0	0	0	0	4	0			
LANES:															
TOTAL VOLUMES:															
APPROACH %'s:															
#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	TOTAL		
0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PEAK HR START TIME:															
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		

CONTROL : Signalized

Intersection Turning MovementPrepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-9501: EmployeeAirportOperatedShut														Day: Friday			
City: Los Angeles														Date: 6/6/2014			
NOON																	
NS/EW Streets:	Sky Way		Sky Way		World Way North				World Way North								
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND								
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
	0	0	0	0	0	3	0	0	0	0	4	0					
TOTAL VOLUMES:																	
APPROACH %'s:																	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0	0	0	0
PEAK HR START TIME:																	
0:00																	
PEAK HR VOL:																	
0																	
PEAK HR FACTOR:																	
0.000																	

CONTROL : Signalized

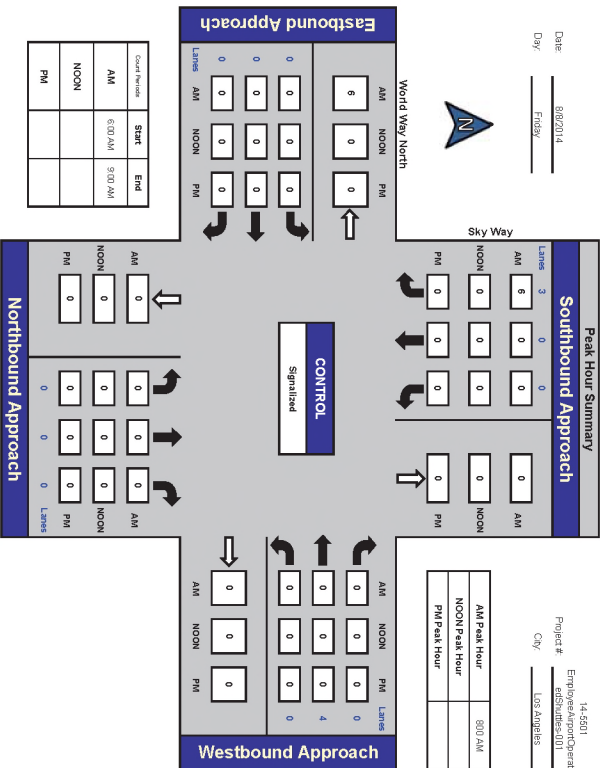
ITM Peak Hour Summary

[DRAFT]

Prepared by

 National Data & Surveying Services

Sky Way and World Way North, Los Angeles



Total Ins & Outs

North Leg				East Leg			
AM	6	0	0	AM	0	0	0
NOON	0	0	0	NOON	0	0	0
PM	0	0	0	PM	0	0	0
West Leg				South Leg			
AM	0	0	0	AM	0	0	0
NOON	0	0	0	NOON	0	0	0
PM	0	0	0	PM	0	0	0

Total Volume Per Leg

North Leg				East Leg			
AM	6	0	0	AM	0	0	0
NOON	0	0	0	NOON	0	0	0
PM	0	0	0	PM	0	0	0
West Leg				South Leg			
AM	0	0	0	AM	0	0	0
NOON	0	0	0	NOON	0	0	0
PM	0	0	0	PM	0	0	0

Intersection Turning Movement

[DRAFT]

Prepared by
 National Data & Surveying Services

Project ID: 14-5501 Pjname: 001

City: Los Angeles

Date: 8/20/14

Day: Friday

N/E/W Streets	AM												TOTAL
	Sky Way			Southbound			World Way North			Westbound North			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:													
6:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
6:50 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 1
6:55 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 1
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 1
7:10 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
7:20 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
8:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
8:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
8:55 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
9:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0 2
TOTAL	0	0	0	0	0	9	0	0	0	0	9	0	0 18
APPROACH V/S:	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0
PEAK HOUR V/S:	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0
PEAK HOUR V/S:	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0
CONTROL:	Signalized												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-Flayways-001													Day: Friday			
City: Los Angeles													Date: 6/6/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		PM							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	0	0	3	0	0	0	0	4	0				
TOTAL VOLUMES:													TOTAL			
APPROACH %'s:																
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0				
PEAK HR START TIME:													TOTAL			
	0.00															
PEAK HR VOL:																
	0	0	0	0	0	0	0	0	0	0	0	0				
PEAK HR FACTOR:																
	0.000												0.000			

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

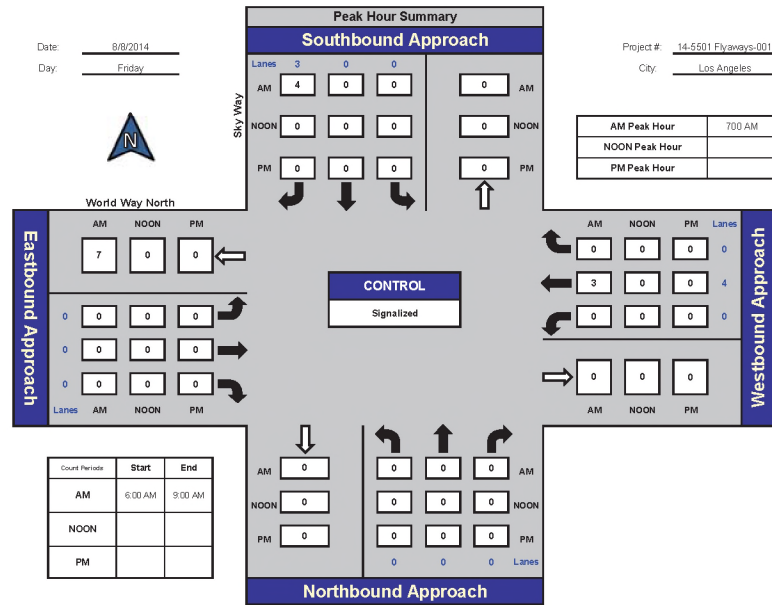
Project ID: 14-9501-Flayways-001													Day: Friday							
City: Los Angeles													Date: 6/6/2014							
NOON																				
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North													
NORTHBOUND													EASTBOUND		WESTBOUND					
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB			
	0	0	0		0	3	0	0	0	0	4	0								
TOTAL VOLUMES:													TOTAL							
APPROACH %'s:																				
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI		NB	SB	EB	WB			
	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0			
PEAK HR START TIME:													0:00		TOTAL					
PEAK HR VOL:													0		0		0		0	
PEAK HR FACTOR:													0.000		0.000		0.000		0.000	

CONTROL : Signalized

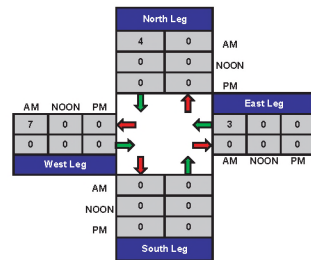
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

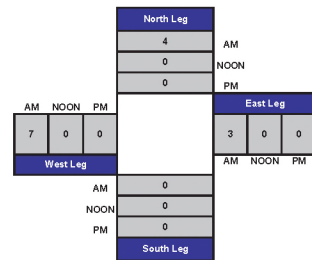
[DRAFT]

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: 14-5501 Hotel/Courtesy/Vehicle-001

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL	UTURNS			
	Sky Way			Sky Way			World Way North			World Way North				NB	SB	EB	WB
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL				
	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 AM	0	0	0	0	0	15	0	0	0	0	24	0	39				
6:15 AM	0	0	0	0	0	13	0	0	0	0	16	0	29				
6:30 AM	0	0	0	0	0	14	0	0	0	0	16	0	30				
6:45 AM	0	0	0	0	0	13	0	0	0	0	26	0	39				
7:00 AM	0	0	0	0	0	10	0	0	0	0	21	0	31				
7:15 AM	0	0	0	0	0	13	0	0	0	0	20	0	33				
7:30 AM	0	0	0	0	0	15	0	0	0	0	23	0	39				
7:45 AM	0	0	0	0	0	15	0	0	0	0	13	0	28				
8:00 AM	0	0	0	0	0	17	0	0	0	0	15	0	32				
8:15 AM	0	0	0	0	0	13	0	0	0	0	20	0	33				
8:30 AM	0	0	0	0	0	14	0	0	0	0	23	0	37				
8:45 AM	0	0	0	0	0	13	0	0	0	0	19	0	32				
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL				
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	402				
PEAK HR START TIME:	6:45 AM												TOTAL				
PEAK HR VOL:	0	0	0	0	0	52	0	0	0	0	90	0	142				
PEAK HR FACTOR:	0.000			0.813			0.000			0.865			0.910				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.HotelHotelCourtesyVehicle-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

N/S/E/W Streets	PM												TOTAL	
	Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	
TOTAL VOLUMES : APPROACH %%														
PEAK HR START TIME : 0.00														
PEAK HR VOL :														
PEAK HR FACTOR :														

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.HotelHotelCourtesyVehicle-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets	NOON												TOTAL	
	Sky Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	0
TOTAL VOLUMES : APPROACH %'s :														
PEAK HR START TIME : 0.00														
PEAK HR VOL :														
PEAK HR FACTOR :														

CONTROL : Signalized

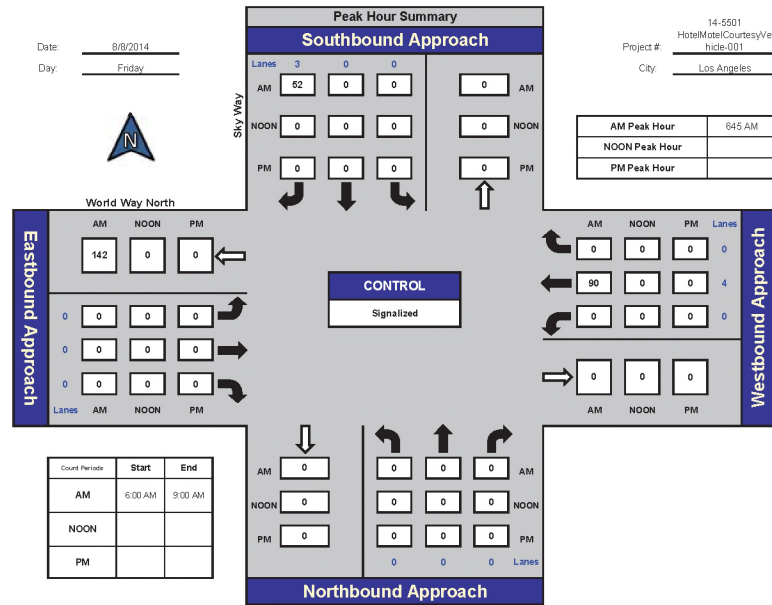
ITM Peak Hour Summary

Prepared by:
NDS

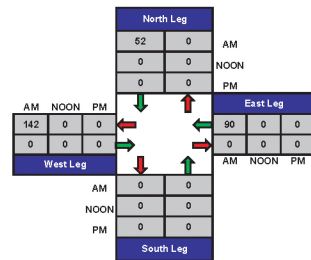
National Data & Surveying Services

[DRAFT]

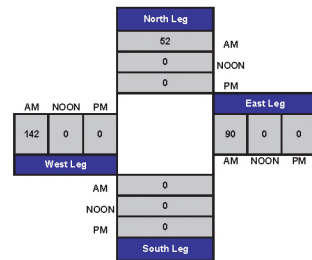
Sky Way and World Way North, Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Limousine-001

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL	UTURNS			
	Sky Way			Sky Way			World Way North			World Way North							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
6:00 AM	0	0	0	0	0	5	0	0	0	0	10	0	15				
6:15 AM	0	0	0	0	0	3	0	0	0	0	10	0	13				
6:30 AM	0	0	0	0	0	4	0	0	0	0	6	0	10				
6:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	7				
7:00 AM	0	0	0	0	0	1	0	0	0	0	2	0	3				
7:15 AM	0	0	0	0	0	1	0	0	0	0	5	0	6				
7:30 AM	0	0	0	0	0	1	0	0	0	0	6	0	7				
7:45 AM	0	0	0	0	0	1	0	0	0	0	5	0	6				
8:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	6				
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	6				
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4				
8:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	8				
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	92	0	0	0	0
PEAK HR START TIME:	5:00 AM												TOTAL				
PEAK HR VOL:	0	0	0	0	0	13	0	0	0	0	33	0	46				
PEAK HR FACTOR:	0.000				0.942		0.000			0.825			0.719				

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501.Limousines-001													Day: Friday					
City: Los Angeles													Date: 6/6/2014					
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		PM									
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND											
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					
	0	0	0	0	0	3	0	0	0	0	4	0						
TOTAL VOLUMES:																		
APPROACH %%	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI						
	0	0	0	0	0	0	0	0	0	0	0	0	0					
PEAK HR START TIME:													0.00					
PEAK HR VOL:													0					
PEAK HR FACTOR:													0.000					

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

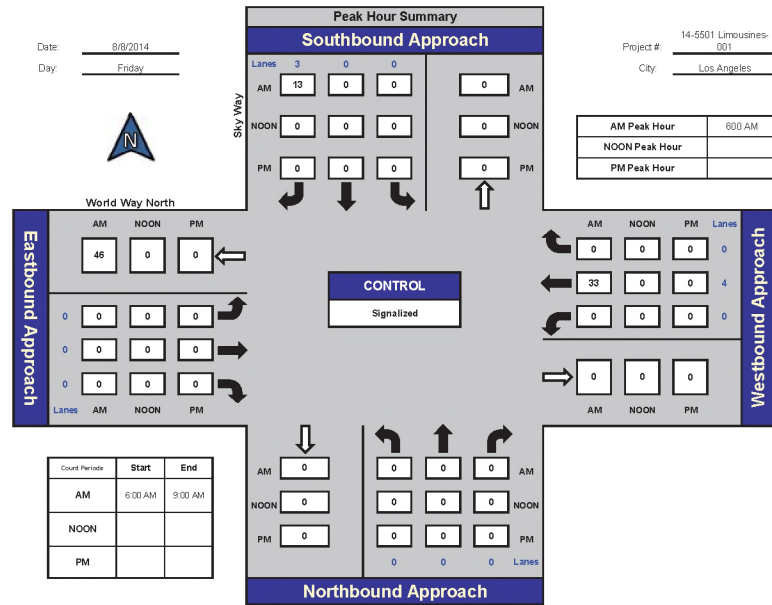
Project ID: 14-9501.Limousines-001													Day: Friday														
City: Los Angeles													Date: 6/6/2014														
NOON																											
NS/EW Streets:		Sky Way			Sky Way			World Way North			World Way North																
NORTHBOUND																											
NL		NT		NR		SL		ST		SR		EL		ET		ER		WL		WT		WR		TOTAL			
0		0		0		0		0		3		0		0		0		0		4		0		0			
EASTBOUND																											
WESTBOUND																											
LANES:																	UTURNS										
NL		NT		NR		SL		ST		SR		EL		ET		ER		WL		WT		WR		TOTAL			
0		0		0		0		0		0		0		0		0		0		0		0		0			
TOTAL VOLUMES:																											
TOTAL VOLUMES:		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		#DIV/DI		TOTAL	
APPROACH %%		0		0		0		0		0		0		0		0		0		0		0		0		0	
PEAK HR START TIME:																	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

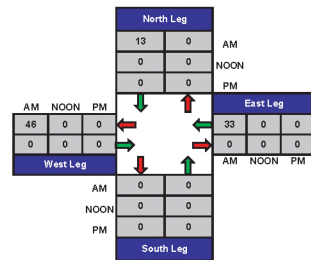
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

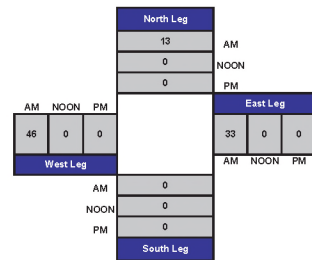
[DRAFT]

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: 14-5501 OffAirportRentalCars-001

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL	UTURNS			
	Sky Way			Sky Way			World Way North			World Way North							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
	0	0	0	0	0	30	0	0	0	0	2	0	12				
6:00 AM	0	0	0	0	0	30	0	0	0	0	2	0	12				
6:15 AM	0	0	0	0	0	30	0	0	0	0	4	0	14				
6:30 AM	0	0	0	0	0	32	0	0	0	0	4	0	16				
6:45 AM	0	0	0	0	0	32	0	0	0	0	3	0	15				
7:00 AM	0	0	0	0	0	11	0	0	0	0	4	0	15				
7:15 AM	0	0	0	0	0	11	0	0	0	0	3	0	14				
7:30 AM	0	0	0	0	0	12	0	0	0	0	3	0	15				
7:45 AM	0	0	0	0	0	13	0	0	0	0	2	0	15				
8:00 AM	0	0	0	0	0	30	0	0	0	0	5	0	15				
8:15 AM	0	0	0	0	0	9	0	0	0	0	3	0	11				
8:30 AM	0	0	0	0	0	25	0	0	0	0	3	0	18				
8:45 AM	0	0	0	0	0	30	0	0	0	0	3	0	13				
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	173	0	0	0	0
PEAK HR START TIME:	6:30 AM												TOTAL				
PEAK HR VOL:	0	0	0	0	0	46	0	0	0	0	14	0	60				
PEAK HR FACTOR:	0.000					0.958			0.000		0.875		0.938				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OffAirportRentalCars-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

N/S/E/W Streets	PM												TOTAL
	Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	3	0	0	0	0	4	0	0
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
PEAK HR START TIME:	0.00												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OffAirportRentalCars-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets:	NOON												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	3	0	0	0	0	4	0	0
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
PEAK HR START TIME:	0.00												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

(DRAFT)

Prepared by
NDS
National Data & Surveying Services

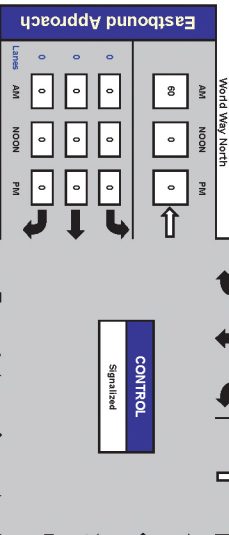
Sky Way and World Way North, Los Angeles

Date: 8/20/14
Day: Friday

Peak Hour Summary									
Lanes	3	0	0	0	0	0	0	0	0
AM	46	0	0	0	0	0	0	0	0
NOON	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0

Project # 14-5601
City Los Angeles
OHA/Portals/Cps 001

AM Peak Hour	6:30 AM
NOON Peak Hour	
PM Peak Hour	



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

Total Ins & Outs

North Leg			East Leg		
AM	46	0	AM	14	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	46	0	AM	14	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

(DRAFT)

Prepared by
National Data & Surveying Services

Project ID: 14-5601, OHA/Portals/Cps-001

City: Los Angeles

Date: 8/20/14

N/E/W Streets	AM				WESTBOUND			
	Sky Way	Southbound	World Way North	Eastbound	World Way North	Westbound	Westbound	Westbound
Lanes:	NL	NT	NS	ST	SL	ET	WT	TT
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0
6:55 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

PEAK HOUR START TIME: 7:00									
APPROACH V/S: 1									
SP-AM HE V/S:	0	0	0	0	0	0	0	0	0
PEAK HE V/S:	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
SB	0	0	0	0
EB	0	0	0	0
WB	0	0	0	0

Intersection Turning MovementPrepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OnAirportRentalCars-001													Day: Friday			
City: Los Angeles													Date: 6/6/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North									
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 3	EL 0	ET 0	ER 0	WL 0	WT 4	WR 0	TOTAL			
TOTAL VOLUMES:													TOTAL			
APPROACH %%	NL #DIV/DI	NT #DIV/DI	NR #DIV/DI	SL #DIV/DI	ST #DIV/DI	SR #DIV/DI	EL #DIV/DI	ET #DIV/DI	ER #DIV/DI	WL #DIV/DI	WT #DIV/DI	WR #DIV/DI	TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PEAK HR START TIME:													TOTAL			
	0.00												0			
PEAK HR VOL:													TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PEAK HR FACTOR:													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		

CONTROL : Signalized

Intersection Turning MovementPrepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 OnairportRentalCars-001													Day: Friday					
City: Los Angeles													Date: 6/6/2014					
NOON																		
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North											
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND											
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TOTAL
	0	0	0	0	0	3	0	0	0	0	4	0	0					
TOTAL VOLUMES:													TOTAL					
APPROACH %'s:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	TOTAL	NB	SB	EB	WB	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR START TIME:													TOTAL					
	0.00												0					
PEAK HR VOL:													TOTAL					
	0	0	0	0	0	0	0	0	0	0	0	0	0					
PEAK HR FACTOR:													TOTAL					
	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

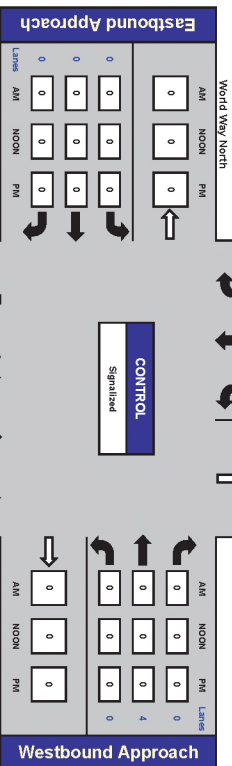
Sky Way and World Way North, Los Angeles

Date: 8/20/14
Day: Friday

Peak Hour Summary									
Lanes	3	0	0	0	0	0	0	0	0
AM	0	0	0	0	0	0	0	0	0
NOON	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0

Project # 14-501
City Los Angeles
Orangethorpe Cps 001

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	



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

Total Ins & Outs

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

Total Volume Per Leg

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

Intersection Turning Movement

(DRAFT)

Prepared by
National Data & Surveying Services

Project ID: 14-501-01-OR-001

City: Los Angeles

Date: 8/20/14
Draft Friday

N/E/W Streets	Sky Way			Southbound			World Way North			Westbound North		
	SKY	WORLD	WEST	SKY	WORLD	WEST	SKY	WORLD	WEST	SKY	WORLD	WEST
LANES:	NL	WT	WB	SL	ST	SP	EL	ET	EP	WL	WT	WB
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	3
6:30 AM	0	0	0	0	0	7	0	0	0	0	0	19
6:45 AM	0	0	0	0	0	4	0	0	0	0	0	12
7:00 AM	0	0	0	0	0	5	0	0	0	0	0	6
7:15 AM	0	0	0	0	0	7	0	0	0	0	0	11
7:30 AM	0	0	0	0	0	4	0	0	0	0	0	17
7:45 AM	0	0	0	0	0	7	0	0	0	0	0	14
8:00 AM	0	0	0	0	0	4	0	0	0	0	0	11
8:15 AM	0	0	0	0	0	4	0	0	0	0	0	11
8:30 AM	0	0	0	0	0	4	0	0	0	0	0	11
8:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
8:50 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
12:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
12:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
12:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
4:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
4:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
4:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
5:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
5:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
5:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
6:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
6:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
6:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
6:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
7:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
7:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
7:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
7:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
8:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
8:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
8:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
8:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
9:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
9:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
9:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
9:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
10:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
10:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
10:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
10:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
11:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
11:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
11:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
11:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
12:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
12:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
12:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
12:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
1:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
1:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
1:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
2:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
2:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
2:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
2:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
3:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
3:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
3:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
3:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
4:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
4:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
4:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
4:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
5:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
5:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
5:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
6:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
6:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
6:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
6:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
7:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
7:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
7:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
7:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
8:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
8:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
8:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
9:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
10:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:00 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:15 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:30 AM	0	0	0	0	0	4	0	0	0	0	0	10
11:45 AM	0	0	0	0	0	4	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
12:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
12:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
12:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
1:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
2:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:30 PM	0	0	0	0	0	4	0	0	0	0	0	10
3:45 PM	0	0	0	0	0	4	0	0	0	0	0	10
4:00 PM	0	0	0	0	0	4	0	0	0	0	0	10
4:15 PM	0	0	0	0	0	4	0	0	0	0	0	10
4:30 PM	0	0	0									

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-Other-001													Day: Friday			
City: Los Angeles													Date: 6/6/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		PM							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
		0	0	0	0	0	3	0	0	0	0	4	0	0		
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
APPROACH %%		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI		
PEAK HR START TIME:		0.00														
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

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

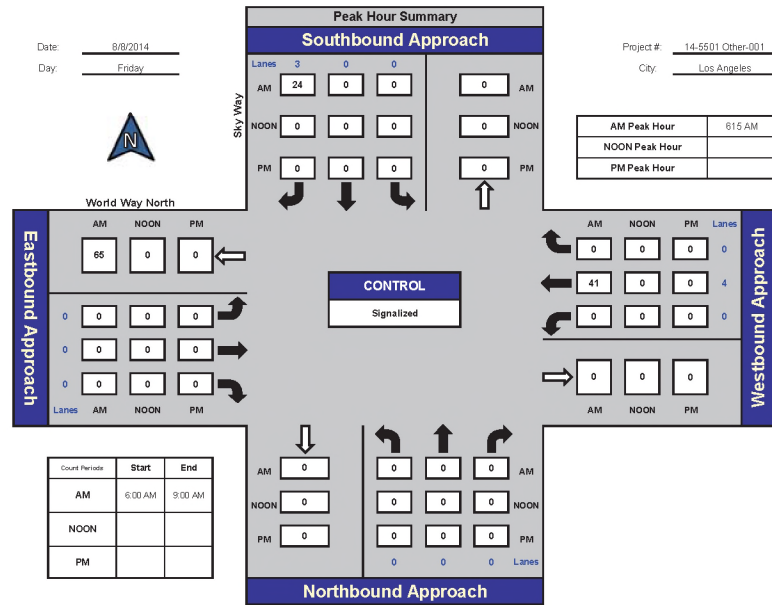
Project ID: 14-9501 Other-001													Day: Friday		
City: Los Angeles													Date: 6/6/2014		
NOON															
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North								
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND								
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	TURNS	
	0	0	0	0	0	3	0	0	0	0	4	0	0	NB	SB
													EB	WB	
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CONTROL : Signalized

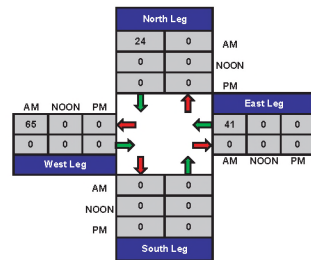
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

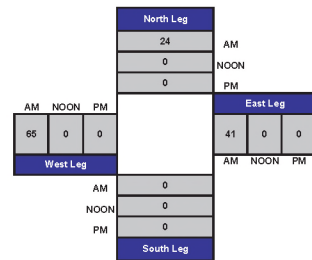
[DRAFT]

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: 14-5501 Parking/Airport/Operated/Buttle

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	18	0	25
6:15 AM	0	0	0	0	0	9	0	0	0	0	5	0	14
6:30 AM	0	0	0	0	0	5	0	0	0	0	10	0	15
6:45 AM	0	0	0	0	0	5	0	0	0	0	5	0	11
7:00 AM	0	0	0	0	0	5	0	0	0	0	4	0	9
7:15 AM	0	0	0	0	0	3	0	0	0	0	6	0	9
7:30 AM	0	0	0	0	0	5	0	0	0	0	4	0	9
7:45 AM	0	0	0	0	0	4	0	0	0	0	7	0	11
8:00 AM	0	0	0	0	0	2	0	0	0	0	4	0	6
8:15 AM	0	0	0	0	0	7	0	0	0	0	6	0	13
8:30 AM	0	0	0	0	0	2	0	0	0	0	6	0	8
8:45 AM	0	0	0	0	0	7	0	0	0	0	3	0	10
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	
PEAK HR START TIME:	5:00 AM												TOTAL
PEAK HR VOL:	0	0	0	0	0	27	0	0	0	0	39	0	66
PEAK HR FACTOR:	0.000			0.750			0.000			0.542			0.635

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.ParkingAirportOperatedShuttle

Day: Friday

City: Los Angeles

Date: 8/8/2014

N/S/E/W Streets	PM												TOTAL	
	Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	0
TOTAL VOLUMES :														
APPROACH %'s :														
PEAK HR START TIME :														
PEAK HR VOL :														
PEAK HR FACTOR :														

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.ParkingAirportOperatedShuttle

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets:	NOON												TOTAL	
	Sky Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	TOTAL
TOTAL VOLUMES :														
APPROACH %'s :														
PEAK HR START TIME :														
PEAK HR VOL :														
PEAK HR FACTOR :														

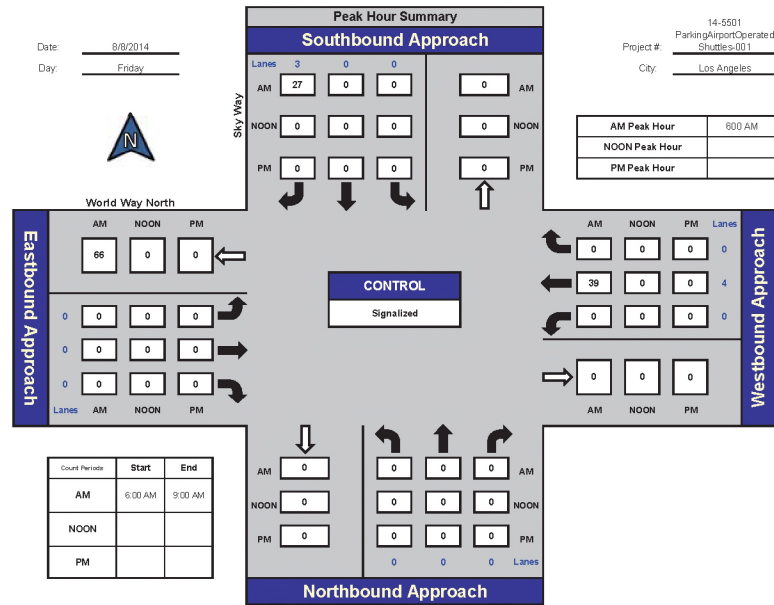
CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

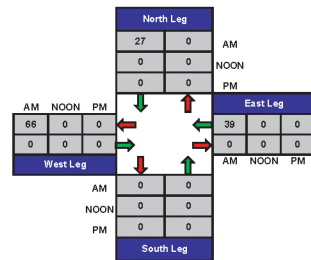
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

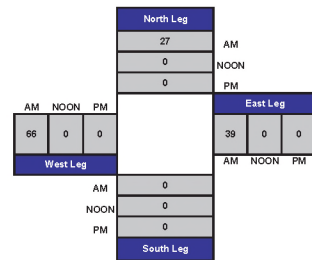
[DRAFT]

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: 14-5501 Private Vehicles-001

City: Los Angeles

Day: Friday

Date: 8/8/2014

NS/EW Streets	AM												TOTAL	UTURNS			
	Sky Way			Sky Way			World Way North			World Way North				NB	SB	EB	WB
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					
	0	0	0	0	0	3	0	0	0	0	4	0					
6:00 AM						263					264		517				
6:15 AM						154					156		550				
6:30 AM						150					171		521				
6:45 AM						157					421		578				
7:00 AM						169					385		554				
7:15 AM						175					490		515				
7:30 AM						129					275		504				
7:45 AM						137					302		439				
8:00 AM						154					488		514				
8:15 AM						180					307		507				
8:30 AM						153					453		453				
8:45 AM						159					336		495				
TOTAL VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL				
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%	6096				
PEAK HR START TIME	6:15 AM												TOTAL				
PEAK HR VOL	0	0	0	0	0	630	0	0	0	0	1573	0	2203				
PEAK HR FACTOR	0.000			0.922		0.000				0.924		0.953					

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 Private Vehicles-001													Day: Friday			
City: Los Angeles													Date: 6/6/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		PM							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
		0			0	0	3	0	0	0	0	4	0			
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
APPROACH %%		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI		
PEAK HR START TIME:		0.00													TOTAL	
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		

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 Private Vehicles-001													Day: Friday												
City: Los Angeles													Date: 6/6/2014												
NOON																									
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North																		
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND																		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB								
	0	0	0	0	0	3	0	0	0	0	4	0	0												
TOTAL VOLUMES:													NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :													#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME:													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

CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles

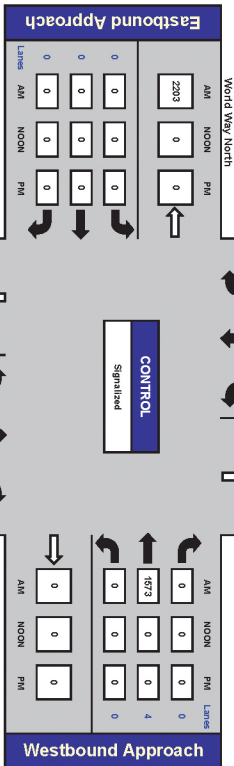
Date: 8/6/2014
 Day: Friday



Peak Hour Summary				
Lanes	3	0	0	0
AM	630	0	0	0
NOON	0	0	0	0
PM	0	0	0	0

Project # 14-5501 Private
 Venetian-001
 City Los Angeles

AM Peak Hour	615 AM
NOON Peak Hour	
PM Peak Hour	



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

Total Ins & Outs

North Leg			East Leg		
AM	630	0	AM	1673	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	630	0	AM	1673	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

[DRAFT]

Prepared by
 National Data & Surveying Services

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

Date: 8/6/2014
 Day: Friday

N/E/W Streets	AM				WESTBOUND				UTURNS			
	Sky Way	Southbound	World Way North	Eastbound	Westbound North	Westbound	UTURNS					
LANES:	NL	NT	SL	ST	EL	ET	FL	FT	WL	WT	WL	WT
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	3
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	1	0	1
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
8:15 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
9:00 AM	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
10:45 AM	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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	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
9:15 PM	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
10:15 PM	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
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 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
6:45 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
7:45 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
8:45 AM	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
9:45 AM	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
10:45 AM	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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
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5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
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6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	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
9:15 PM	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
10:15 PM	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
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 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
6:45 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
7:45 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
8:45 AM	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
9:45 AM	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
10:45 AM	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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
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12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
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7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
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11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0								

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-Service-001													Day: Friday			
City: Los Angeles													Date: 6/6/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		PM							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	0	0	3	0	0	0	0	4	0				
TOTAL VOLUMES:													TOTAL			
APPROACH %%	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI				
	0	0	0	0	0	0	0	0	0	0	0	0				
PEAK HR START TIME:													TOTAL			
	0.00															
PEAK HR VOL:													TOTAL			
	0	0	0	0	0	0	0	0	0	0	0	0				
PEAK HR FACTOR:													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				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

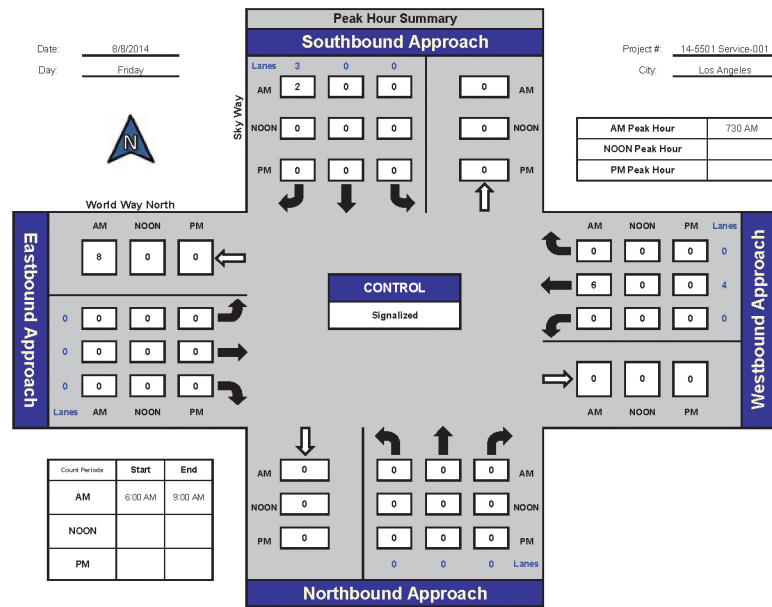
Project ID: 14-9501-Service-001													Day: Friday											
City: Los Angeles													Date: 6/6/2014											
NOON																								
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North																	
NORTHBOUND													EASTBOUND		WESTBOUND									
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB							
	0	0	0	0	0	3	0	0	0	0	4	0												
TOTAL VOLUMES:													TOTAL											
APPROACH %'s :													#DIV/DI		#DIV/DI									
	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0							
PEAK HR START TIME:													0.00		TOTAL									
PEAK HR VOL :													0		0		0		0		0		0	
PEAK HR FACTOR :													0.000		0.000		0.000		0.000		0.000			

CONTROL : Signalized

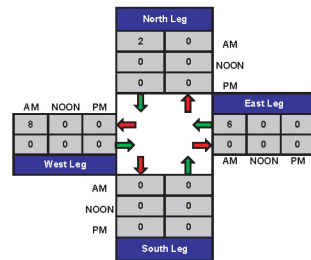
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

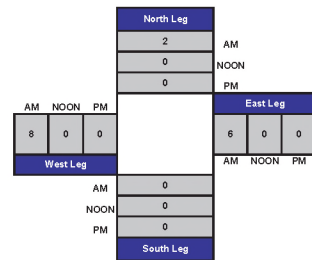
[DRAFT]

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: 14-5501 SuperShuttle-001

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			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	5	0	8
6:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
6:30 AM	0	0	0	0	0	2	0	0	0	0	3	0	5
6:45 AM	0	0	0	0	0	1	0	0	0	0	4	0	5
7:00 AM	0	0	0	0	0	3	0	0	0	0	6	0	9
7:15 AM	0	0	0	0	0	2	0	0	0	0	3	0	5
7:30 AM	0	0	0	0	0	1	0	0	0	0	4	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	7
8:00 AM	0	0	0	0	0	1	0	0	0	0	8	0	9
8:15 AM	0	0	0	0	0	2	0	0	0	0	5	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	71
PEAK HR START TIME:	7:30 AM												TOTAL
PEAK HR VOL:	0	0	0	0	0	4	0	0	0	0	24	0	28
PEAK HR FACTOR:	0.000			0.500			0.000			0.750			0.778

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501 SuperShuttle-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

N/S/E/W Streets	PM												TOTAL	
	Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	0
TOTAL VOLUMES :														
APPROACH %'s :														
PEAK HR START TIME :														
PEAK HR VOL :														
PEAK HR FACTOR :														

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501 SuperShuttle-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets:	NOON												TOTAL	
	Sky Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	0	0	0	0	3	0	0	0	0	4	0	0	TOTAL
TOTAL VOLUMES :														
APPROACH %'s :														
PEAK HR START TIME :														
PEAK HR VOL :														
PEAK HR FACTOR :														

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

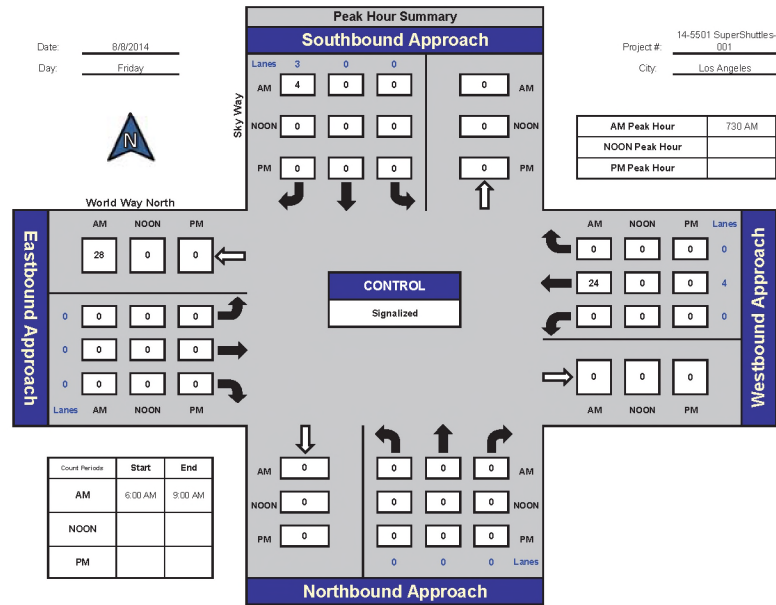
ITM Peak Hour Summary

Prepared by:
NDS

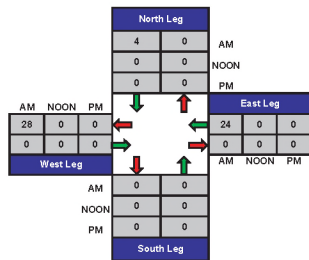
National Data & Surveying Services

[DRAFT]

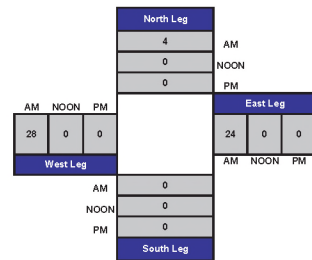
Sky Way and World Way North, Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501, Taricabe-001

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM	0	0	0	0	0	17	0	0	0	0	50	0	67
6:15 AM	0	0	0	0	0	22	0	0	0	0	39	0	61
6:30 AM	0	0	0	0	0	19	0	0	0	0	32	0	51
6:45 AM	0	0	0	0	0	24	0	0	0	0	40	0	64
7:00 AM	0	0	0	0	0	24	0	0	0	0	36	0	60
7:15 AM	0	0	0	0	0	36	0	0	0	0	39	0	75
7:30 AM	0	0	0	0	0	13	0	0	0	0	23	0	36
7:45 AM	0	0	0	0	0	9	0	0	0	0	32	0	41
8:00 AM	0	0	0	0	0	6	0	0	0	0	24	0	30
8:15 AM	0	0	0	0	0	12	0	0	0	0	25	0	37
8:30 AM	0	0	0	0	0	19	0	0	0	0	24	0	43
8:45 AM	0	0	0	0	0	7	0	0	0	0	24	0	31
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	
PEAK HR START TIME:	5:00 AM												TOTAL
PEAK HR VOL:	0	0	0	0	0	82	0	0	0	0	361	0	243
PEAK HR FACTOR:	0.000			0.854			0.000			0.805			0.907

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-Taxicab-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

N/S/E/W Streets	PM												TOTAL
	Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	3	0	0	0	0	4	0	0
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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!	0
PEAK HR START TIME :	0.00												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-Taxicab-001

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets:	NOON												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	3	0	0	0	0	4	0	0
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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!	0
PEAK HR START TIME :	0.00												TOTAL
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

CONTROL : Signalized

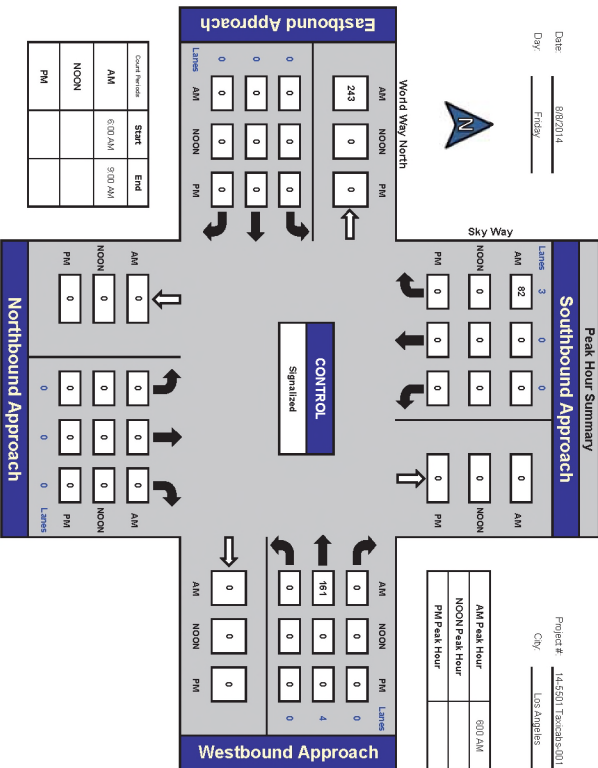
UTURNS			
NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

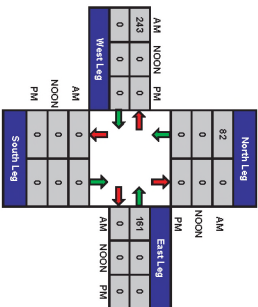
[DRAFT]

Prepared by
NDS
National Data & Surveying Services

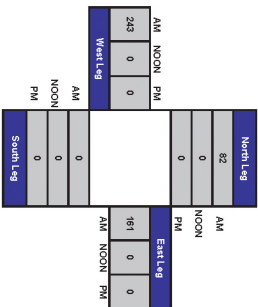
Sky Way and World Way North, Los Angeles



Total Ins & Outs



Total Volume Per Leg



[DRAFT]

Prepared by National Data & Surveying Services

VEHICLE CLASSIFICATION COUNT

Location: 14-5501-007
City: Los Angeles

Date: 8/8/2014

Day: Friday

#	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	TOTAL
1	Private Vehicles	500	487	503	431	509	427	526	386	450	446	548	399	5612
2	Taxis	5	15	6	18	9	11	14	8	9	1	6	8	110
3	Hotel/Motel Courtesy Vehicles	33	32	28	24	25	20	26	24	24	21	14	19	290
4	Off-Airport Rental Cars	4	7	9	11	9	12	10	5	15	9	12	118	
5	Parking Airport-Operated Shuttles	10	9	9	13	9	13	16	14	12	12	13	10	140
6	On-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Employee Airport Operated Shuttles	0	0	0	1	0	0	0	0	0	0	0	0	0
8	Super Shuttles	2	1	0	2	4	3	3	3	3	4	2	1	28
9	Other Shared Ride/Door-to-Door Vehicles	4	3	4	2	5	3	4	7	8	2	4	0	46
10	Limo/limos	1	0	2	0	2	2	1	0	0	0	1	2	11
11	Charter Buses	1	2	0	0	0	1	1	0	0	0	0	0	5
12	City Buses	17	18	9	15	19	18	13	12	21	21	13	12	188
13	Service/Other	0	2	1	0	0	0	0	0	0	0	0	2	5
14	Physicians	1	1	0	1	1	1	3	0	1	1	1	1	12
15	TOTAL	578	577	571	518	592	511	617	459	543	523	613	464	6506

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501.CharterBuses-007													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		AM				World Way North		World Way North			
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND					
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	2	1	0	0	0	0	0	0	0	0	6	0		
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI		
PEAK HR START TIME :	0 AM												TOTAL	
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	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501.CharterBuses-007													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		PM				World Way North		World Way North			
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND					
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	2	1	0	0	0	0	0	0	0	0	6	0		
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	
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	1	1	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	
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 VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	0.00%	100.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	5	
PEAK HR START TIME :	5:30 PM												TOTAL	
PEAK HR VOL :	0	3	0	0	0	0	0	0	0	0	0	0	3	
PEAK HR FACTOR :	0.375		0.000		0.000		0.000		0.000		0.375		0.375	

CONTROL : Signalized

[DRAFT]

Day: Friday

Date: 8/8/201-

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : *Signified*

[DRAFT]

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



Total Volume Per Leg

[illegible]

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, CityUse=007													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		AM				World Way North		World Way North			
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		2	1	0	0	0	0	0	0	0	0	6	0	
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME :		0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, CityUse=007													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		PM				World Way North		World Way North			
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		2	1	0	0	0	0	0	0	0	0	6	0	
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
TOTAL VOLUMES:		5	9	0	0	0	0	0	0	0	0	2	0	17
APPROACH %'s :		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
8:30 PM		5	9	0	0	0	0	0	0	0	0	2	0	17
8:45 PM		5	10	0	0	0	0	0	0	0	0	3	0	18
9:00 PM		5	9	0	0	0	0	0	0	0	0	1	0	9
9:15 PM		5	8	0	0	0	0	0	0	0	0	2	0	15
9:30 PM		5	13	0	0	0	0	0	0	0	0	1	0	19
9:45 PM		5	12	0	0	0	0	0	0	0	0	1	0	18
10:00 PM		3	9	0	0	0	0	0	0	0	0	2	0	13
10:15 PM		4	8	0	0	0	0	0	0	0	0	0	0	12
10:30 PM		5	14	0	0	0	0	0	0	0	0	2	0	21
10:45 PM		5	14	0	0	0	0	0	0	0	0	2	0	21
11:00 PM		5	7	0	0	0	0	0	0	0	0	1	0	13
11:15 PM		4	7	0	0	0	0	0	0	0	0	1	0	12
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
TOTAL VOLUMES:		57	113	0	0	0	0	0	0	0	0	18	0	188
APPROACH %'s :		33.53%	66.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :		1030 PM												TOTAL
PEAK HR VOL :		19	42	0	0	0	0	0	0	0	0	6	0	67
PEAK HR FACTOR :		0.803			0.000			0.000			0.750			0.798

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 CityBuses-007

Day: Friday

City: Los Angeles

Date: 8/8/20:

NORTH															
NS/EW Streets	Sky Way				Sky Way				World Way North				World Way North		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
LANES:	2	1	0	0	0	0	0	0	0	0	6	0			
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
APPROACH VOLS:	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/			
PEAK HR START TIME:	0.00													TOTAL	
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		

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:
NDS

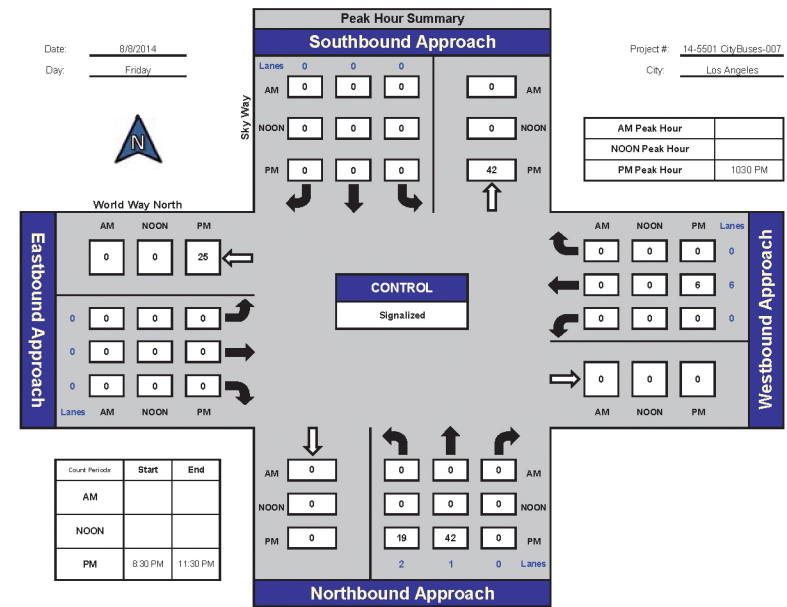
National Data & Surveying Services

[DRAFT]

Sky Way and World Way North , Los Angeles

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

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	1030 PM



Total Ins & Outs

The diagram illustrates a four-leg roundabout with the following cell values and traffic flow directions:

- North Leg:**
 - Top row: 0, 0
 - Middle row: 0, 0
 - Bottom row: 0, 42
- East Leg:**
 - Top row: 0, 0, 0, 6
 - Middle row: 0, 0, 0, 0
- South Leg:**
 - Top row: 0, 0
 - Middle row: 0, 0
 - Bottom row: 0, 61
- West Leg:**
 - Top row: 0, 0, 25
 - Middle row: 0, 0, 0

Traffic flow directions are indicated by arrows:

- North Leg to East Leg: Green arrow pointing right.
- East Leg to South Leg: Red arrow pointing down.
- South Leg to West Leg: Green arrow pointing left.
- West Leg to North Leg: Red arrow pointing up.

Total Volume Per Leg

			North Leg				
			0		AM		
			0		NOON		
			42		PM		
AM	NOON	PM			East Leg		
0	0	25			0	0	6
West Leg					AM	NOON	PM
			0				
			0				
			61				
			South Leg				

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, EmployeeAirportOperatedShut													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		AM				World Way North		World Way North			
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		2	1	0	0	0	0	0	0	0	0	6	0	0
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		0	0	0	0	0	0	0	0	0	0	0	0	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 HR START TIME :		0 AM												
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, EmployeeAirportOperatedShut													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		PM				World Way North		World Way North			
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND					
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		2	1	0	0	0	0	0	0	0	0	6	0	0
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	1	0	0	0	0	0	0	0	0	0	0	1
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 VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		0	1	0	0	0	0	0	0	0	0	0	0	1
		0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :		5:15 PM												
PEAK HR VOL :		0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.250		0.000		0.000		0.000		0.000		0.250		0.250

CONTROL : Signalized

[DRAFT]

1000

UTURNS			
NB	SB	EB	WB
0	0	0	0

[illegible]

[DRAFT]

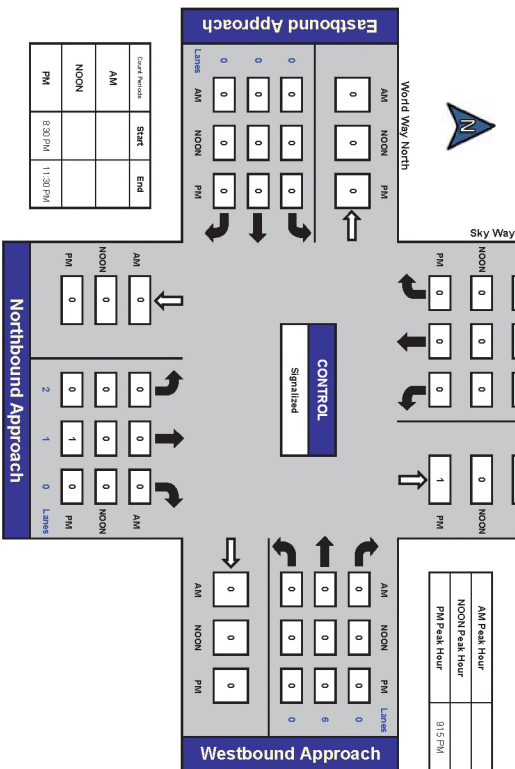
1.0000

Operat

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Total Ins & Outs

	West lag	North lag	East lag	South lag
AM	0	0	0	0
NOON	0	0	0	0
PM	0	0	0	0
PM	0	1	0	1

Total Volume Per Leg

Month leg		East leg	
AM	0	AM	0
NOON	0	NOON	0
PM	1	PM	0

West leg		South leg	
AM	0	AM	0
NOON	0	NOON	1
PM	0	PM	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.Flyaways-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	JAN												TOTAL
	Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	1	0	0	0	0	0	0	0	0	6	0	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME :	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.Flyaways-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	PM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	TOTAL
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 PM	1	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	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	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	1
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	8	4	0	0	0	0	0	0	0	0	0	0	12
	66.67%	33.33%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	5:15 PM												TOTAL
PEAK HR VOL. :	5	1	0	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.500			0.000			0.000			0.000			0.500

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

[DRAFT]

Day: Friday

Date: 8/8/201

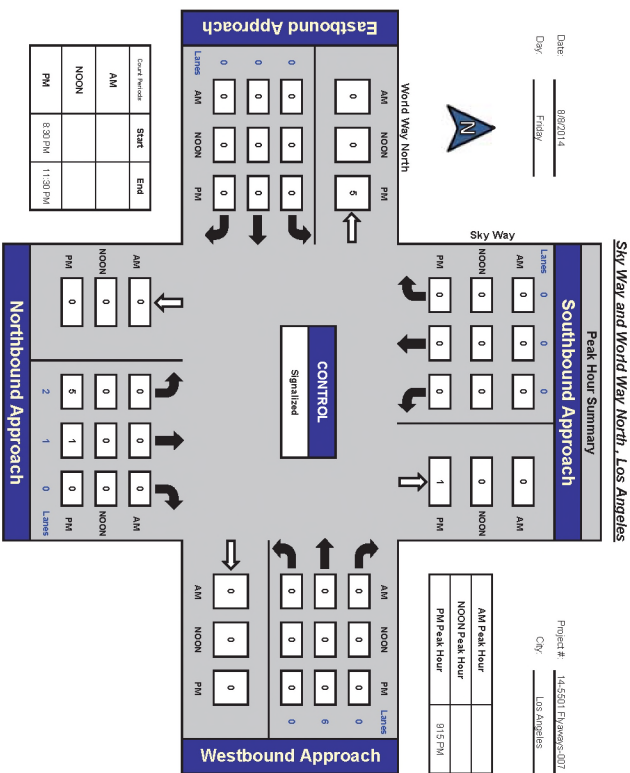
UTURNS			
NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME:	0.00	TOTAL				
PEAK HR VOL:	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000

CONTROL : *Signified*

[DRAFT]

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



Total Ins & Outs

Figure 1: A 2D heatmap showing the spatial distribution of the number of people in the four legs of the table. The heatmap is divided into four quadrants: North-leg, East-leg, South-leg, and West-leg. Each quadrant has a color scale from 0 (blue) to 6 (red). Arrows indicate the flow of people between the legs. The North-leg has a peak of 6 people in the center. The East-leg has a peak of 6 people in the center. The South-leg has a peak of 6 people in the center. The West-leg has a peak of 6 people in the center. Arrows show a clockwise flow of people from North-leg to East-leg, East-leg to South-leg, South-leg to West-leg, and West-leg to North-leg.

Total Volume Per Leg

North leg		East leg	
0	AM	0	AM
0	NOON	0	NOON
1	PM	0	PM

West leg		South leg	
0	AM	0	AM
0	NOON	0	NOON
5	PM	6	PM

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.HotelHotelCourtesyVehicle-00

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Way		Way		World Way North				World Way North				TOTAL
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	0	0	0	0	0	0	0	0	6	0	0
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME :	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.HotelHotelCourtesyVehicle-00

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	PM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	
8:30 PM	17	5	0	0	0	0	0	0	0	0	10	0	33
8:45 PM	18	5	0	0	0	0	0	0	0	0	9	0	32
9:00 PM	10	7	0	0	0	0	0	0	0	0	11	0	28
9:15 PM	13	4	0	0	0	0	0	0	0	0	7	0	24
9:30 PM	11	4	0	0	0	0	0	0	0	0	10	0	25
9:45 PM	11	4	0	0	0	0	0	0	0	0	5	0	20
10:00 PM	13	3	0	0	0	0	0	0	0	0	10	0	26
10:15 PM	12	2	0	0	0	0	0	0	0	0	10	0	24
10:30 PM	10	3	0	0	0	0	0	0	0	0	11	0	24
10:45 PM	10	2	0	0	0	0	0	0	0	0	9	0	21
11:00 PM	5	3	0	0	0	0	0	0	0	0	6	0	14
11:15 PM	7	0	0	0	0	0	0	0	0	0	12	0	19
TOTAL VOLUMES :	NL 137	NT 43	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 110	WR 0	TOTAL 290
APPROACH %'s :	76.11%	23.89%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	
PEAK HR START TIME :	820 PM												TOTAL
PEAK HR VOL. :	58	22	0	0	0	0	0	0	0	0	37	0	117
PEAK HR FACTOR :	0.870		0.000		0.000		0.841		0.886				

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501.Limousines-007													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	2	1	0	0	0	0	0	0	0	0	6	0		
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI		
PEAK HR START TIME :	0 AM												TOTAL	
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	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501.Limousines-007													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	2	1	0	0	0	0	0	0	0	0	6	0		
8:30 PM	1	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	
9:00 PM	0	2	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	
9:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2	
9:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	
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	1	0	1	
11:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	5	3	0	0	0	0	0	0	0	0	3	0	11	
	62.50%	37.50%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%		
PEAK HR START TIME :	900 PM												TOTAL	
PEAK HR VOL :	3	2	0	0	0	0	0	0	0	0	1	0	6	
PEAK HR FACTOR :	0.625			0.000			0.000			0.250			0.750	

CONTROL : Signalized

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Limousines-007

Day: Friday

City: Los Angeles

Date: 8/8/20:

NORTH													
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	TOTAL
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH VOLS:	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI
PEAK HR START TIME:	0.00												TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000												0.000

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:

Prepared by:
NDS

[DRAFT]

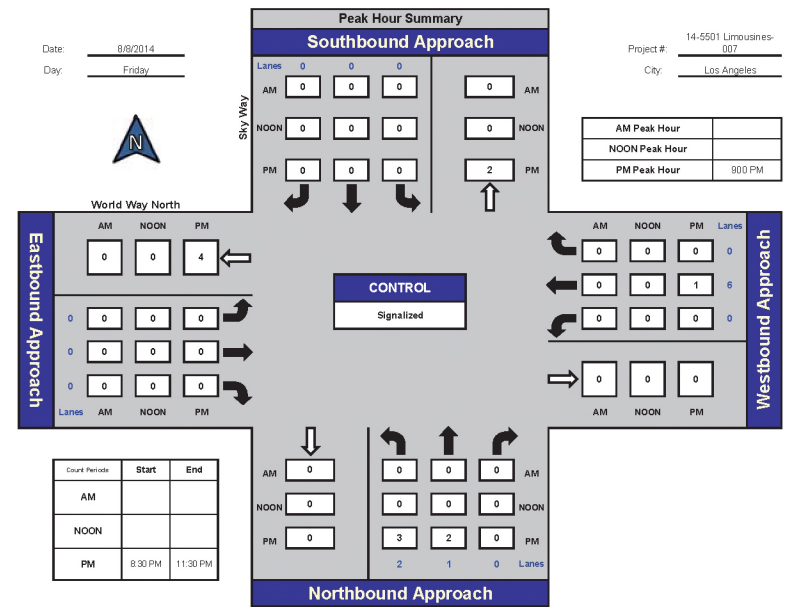
Sky Way and World Way North , Los Angeles

Date: 8/8/2014
Day: Friday

Project #: 14-5501 Limousines-007

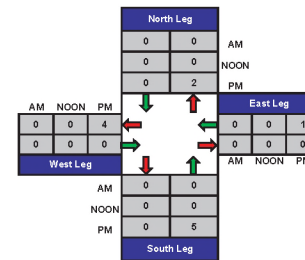
City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	900 PM

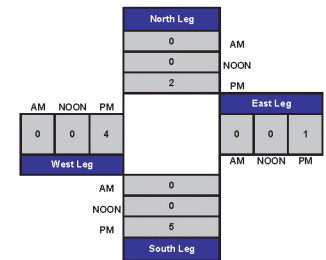


Count Periods	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OffAirportRentalCars-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Way		Sky Way		World Way North				World Way North				TOTAL
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	0	0	0	0	0	0	0	0	6	0	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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 HR START TIME :	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OffAirportRentalCars-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	PM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	
8:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	4
8:45 PM	5	1	0	0	0	0	0	0	0	0	1	0	7
9:00 PM	6	1	0	0	0	0	0	0	0	0	2	0	9
9:15 PM	8	0	0	0	0	0	0	0	0	0	3	0	11
9:30 PM	6	0	0	0	0	0	0	0	0	0	3	0	9
9:45 PM	10	0	0	0	0	0	0	0	0	0	2	0	12
10:00 PM	6	1	0	0	0	0	0	0	0	0	3	0	10
10:15 PM	3	0	0	0	0	0	0	0	0	0	2	0	5
10:30 PM	10	1	0	0	0	0	0	0	0	0	4	0	15
10:45 PM	9	1	0	0	0	0	0	0	0	0	5	0	15
11:00 PM	3	1	0	0	0	0	0	0	0	0	5	0	9
11:15 PM	7	1	0	0	0	0	0	0	0	0	4	0	12
TOTAL VOLUMES :	NL 91.67%	NT 8.33%	NR 0.00%	SL #DIV/0!	ST #DIV/0!	SR #DIV/0!	EL #DIV/0!	ET #DIV/0!	ER #DIV/0!	WL 0.00%	WT 100.00%	WR 0.00%	TOTAL 118
PEAK HR START TIME :	1030 PM												TOTAL
PEAK HR VOL :	29	4	0	0	0	0	0	0	0	0	18	0	51
PEAK HR FACTOR :	0.750		0.000		0.000		0.000		0.900		0.850		

CONTROL : Signalized

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 OffAirportRentalCars-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

N/S/E/W Streets:	ROUND																TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	Way		Sky Way		Way		North		Way		North		Way		West		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	OL	OT	OR	TOTAL	
	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	OL	OT	OR	TOTAL	
APPROACH %'s:	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	#F/DIV1	TOTAL	
PEAK HR START TIME:	GAIN																
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
PEAK HR FACTOR:	0.000				0.000				0.000				0.000				0.000

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:
NDS

National Data & Surveying Services

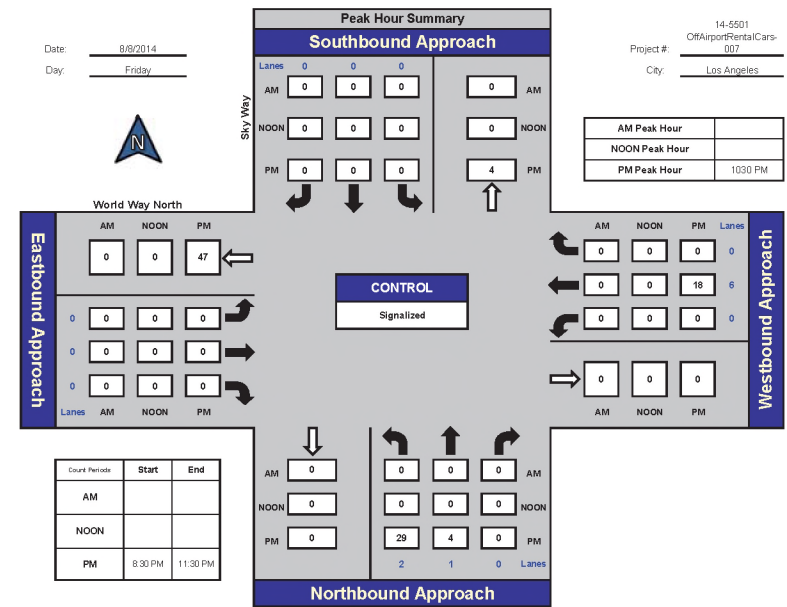
[DRAFT]

Sky Way and World Way North , Los Angeles

Project #: 14-5501
OffAirportRentalCars-
007

City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	1030 PM



Total Ins & Outs

The diagram illustrates a four-leg roundabout with traffic flow data for three time periods: AM, NOON, and PM. The legs are labeled North Leg, East Leg, South Leg, and West Leg. Arrows indicate the direction of traffic flow around the roundabout.

Leg	Period	Flow 1	Flow 2	Flow 3
North Leg	AM	0	0	
	NOON	0	0	
	PM	0	4	
East Leg	AM	0	0	10
	NOON	0	0	0
	PM	0	0	0
South Leg	AM	0	0	
	NOON	0	0	
	PM	0	33	
West Leg	AM	0	0	47
	NOON	0	0	0
	PM	0	0	0

Total Volume Per Leg

			North Leg					
			0			AM		
			0			NOON		
			4			PM		
AM	NOON	PM				East Leg		
0	0	47				0	0	18
West Leg						AM	NOON	PM
			0					
			0					
			33					
			South Leg					

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OnAirportRentalCars-007													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		AM				World Way North		World Way North			
	NORTHBOUND				SOUTHBOUND		EASTBOUND				WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	2	1	0	0	0	0	0	0	0	0	6	0	0	
LANES:													TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	2	1	0	0	0	0	0	0	0	0	6	0	0	
TOTAL VOLUMES:													0	
APPROACH %'s:													0	
	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	#FV/DI	TOTAL	
	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR START TIME:													0.000	
PEAK HR VOL:													0.000	
PEAK HR FACTOR:													0.000	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OnAirportRentalCars-007													Day: Friday					
City: Los Angeles													Date: 8/8/2014					
NS/EW Streets:	Sky Way		Sky Way		PM				World Way North		World Way North							
	NORTHBOUND				EASTBOUND				WESTBOUND									
LANES:	NL 2	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	TOTAL	NB	SB	EB	WB	
8:30 PM	0	0	0	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	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	
9:45 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	
10:30 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	
11:00 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 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	TOTAL 0	NB 0	SB 0	EB 0	WB 0	
APPROACH %'s:	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	#CDV/DI	
PEAK HR START TIME:	0.000																	
PEAK HR VOL:	0		0		0		0		0		0		0		0		0	
PEAK HR FACTOR:	0.000				0.000				0.000				0.000				0.000	

CONTROL : Signalized

Intersection Turning Movement

(DRAFT)

National Data & Surveying Services

Prepared by:

Project ID: 14-5501, C:\np\refactcar-007

Date: 6/6/2014

City: Los Angeles

Day: Friday

N/E/W Streets	S/Way			S/Way			NOON			West/Way North			West/Way North		
	NL	WT	TR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TR	TR
LANES:	2	1	0	0	0	0	0	0	0	0	0	6	0	0	0
TOTAL VOLUMES: 10000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000															
TOTAL PEAK HOUR VOLUME: 10000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000 4000															
CONVERSION: 1.000000															

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

ITM Peak Hour Summary

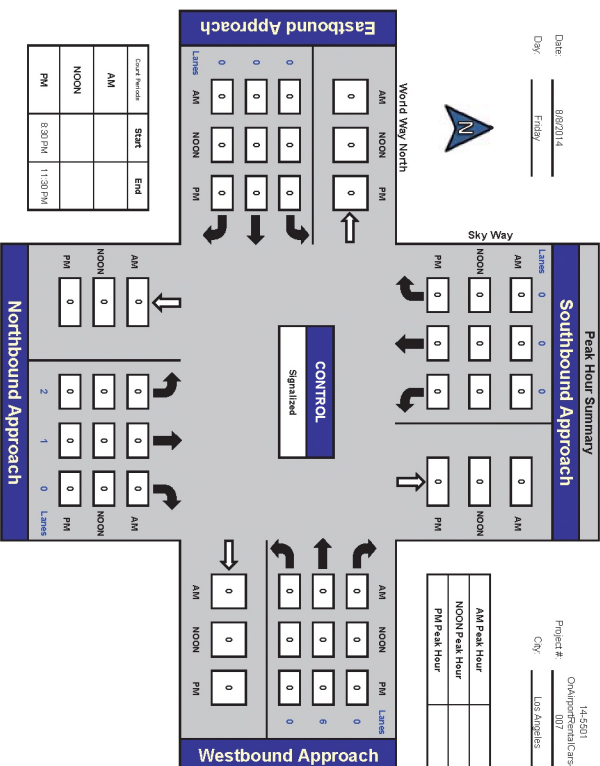
(DRAFT)

Prepared by:

National Data & Surveying Services

NDS

Sky Way and World Way North, Los Angeles

Date: 6/6/2014
Day: FridayProject # 14-5501
City: Los Angeles

Total Ins & Outs

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

Total Volume Per Leg

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-Other-007													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	Sky Way				Sky Way				World Way North				World Way North			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	2	1	0	0	0	0	0	0	0	0	6	0				
TOTAL VOLUMES:													0			
APPROACH %'s:													#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
PEAK HR START TIME:													0 AM			
PEAK HR VOL:													0	0	0	0
PEAK HR FACTOR:													0.000	0.000	0.000	0.000

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-Other-007													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	Sky Way				Sky Way				World Way North				World Way North			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	2	1	0	0	0	0	0	0	0	0	6	0				
8:30 PM	1	0	0	0	0	0	0	0	0	0	3	0	4			
8:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	3			
9:00 PM	1	0	0	0	0	0	0	0	0	0	3	0	4			
9:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2			
9:30 PM	1	0	0	0	0	0	0	0	0	0	4	0	5			
9:45 PM	0	1	0	0	0	0	0	0	0	0	2	0	3			
10:00 PM	2	0	0	0	0	0	0	0	0	0	2	0	4			
10:15 PM	3	0	0	0	0	0	0	0	0	0	4	0	7			
10:30 PM	4	0	0	0	0	0	0	0	0	0	4	0	8			
10:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	2			
11:00 PM	3	0	0	0	0	0	0	0	0	0	1	0	4			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL VOLUMES:													19	2	0	0
APPROACH %'s:													90.46%	9.52%	0.00%	0.00%
PEAK HR START TIME:													5:45 PM			
PEAK HR VOL:													9	1	0	0
PEAK HR FACTOR:													0.625	0.000	0.000	0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Other-007

Day: Friday

City: Los Angeles

Date: 8/8/20:

NORTH														
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
LANES:	2	1	0	0	0	0	0	0	0	0	6	0		
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH VOLS:	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI	#/VDI		
PEAK HR START TIME:	0.00													
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0		
PEAK HR FACTOR:	0.000													0.000

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:
NDS

National Data & Surveying Services

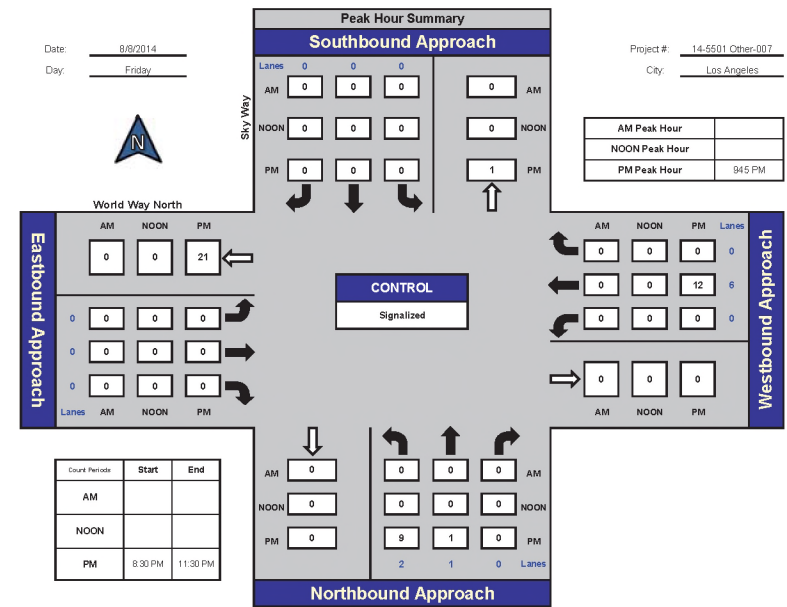
[DRAFT]

Sky Way and World Way North , Los Angeles

Project #: 14-5501 Other-007

City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	945 PM



Total Ins & Outs

Total Volume Per Leg

			North Leg					
			0		AM			
			0		NOON			
			1		PM			
AM	NOON	PM						East Leg
0	0	21				0	0	12
West Leg						AM	NOON	PM
			0		AM			
			0		NOON			
			10		PM			
			South Leg					

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 Parking/Airport/Operated/Shuttle													Day: Friday	
City: Los Angeles													Date: 8/8/2014	
NS/EW Streets:	Sky Way		Sky Way		AM				World Way North		World Way North			
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND					
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
LANES:	2	1	0	0	0	0	0	0	0	0	6	0		
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
													0	
PEAK HR START TIME :													0.000	
PEAK HR VOL :													0	
PEAK HR FACTOR :													0.000	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 Parking/Airport/Operated/Shuttle														Day: Friday											
City: Los Angeles														Date: 8/8/2014											
NS/EW Streets:	Sky Way		Sky Way		PM				World Way North		World Way North														
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND																
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS											
	2	1	0	0	0	0	0	0	0	0	6	0		NB	SB	EB	WB								
8:30 PM	5	0	0	0	0	0	0	0	0	0	4	0	10												
8:45 PM	7	0	0	0	0	0	0	0	0	0	2	0	9												
9:00 PM	8	0	0	0	0	0	0	0	0	0	1	0	9												
9:15 PM	9	0	0	0	0	0	0	0	0	0	4	0	13												
9:30 PM	4	0	0	0	0	0	0	0	0	0	5	0	9												
9:45 PM	10	0	0	0	0	0	0	0	0	0	3	0	13												
10:00 PM	9	0	0	0	0	0	0	0	0	0	7	0	16												
10:15 PM	8	1	0	0	0	0	0	0	0	0	5	0	14												
10:30 PM	7	0	0	0	0	0	0	0	0	0	5	0	12												
10:45 PM	7	2	0	0	0	0	0	0	0	0	3	0	12												
11:00 PM	7	1	0	0	0	0	0	0	0	0	5	0	13												
11:15 PM	5	0	0	0	0	0	0	0	0	0	5	0	10												
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB								
APPROACH %'s :	87	4	0	0	0	0	0	0	0	0	49	0	140												
	95.60%	4.40%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%												
PEAK HR START TIME :														5:45 PM		TOTAL									
PEAK HR VOL :														34	1	0	0	0	0	0	0	0	20	0	95
PEAK HR FACTOR :														0.875		0.000		0.000		0.714		0.859			

CONTROL : Signalized

Intersection Turning Movement

(DRAFT)

National Data & Surveying Services

Prepared by:

Project ID: 14-5501-ParkingtonOperate@laxnlds

Date: 6/6/2014

City: Los Angeles

N/E/W Streets	Sky Way			Southbound			World Way North			Westbound		
	NL	WT	SR	SL	ST	SR	EL	ET	EP	WL	WT	WR
LANES:	2	1	0	0	0	0	0	0	0	0	6	0
TOTAL VOLUMES (ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR #ADVISOR)												
PEAK HOUR VOLUME	0	0	0	0	0	0	0	0	0	0	0	0
CONVERSION: Signalized	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		
NB	SB	EB
0	0	0

ITM Peak Hour Summary

(DRAFT)



National Data & Surveying Services

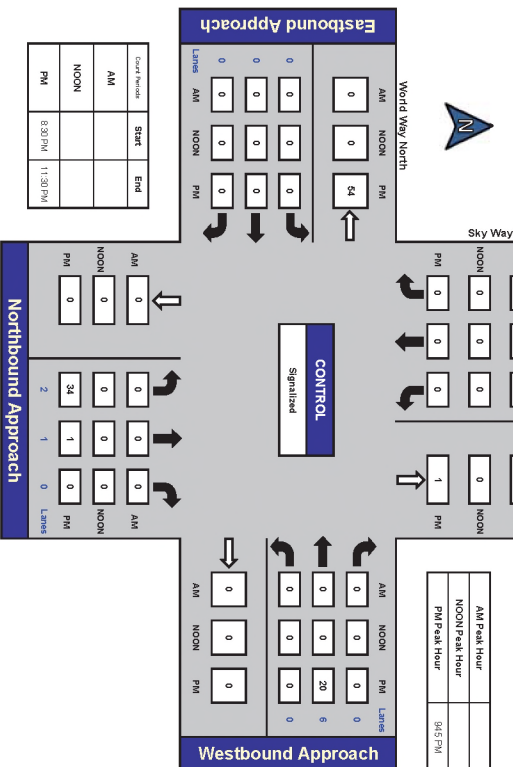
Sky Way and World Way North, Los Angeles

Date: 6/6/2014
Day: Friday

Peak Hour Summary		
LANES	0	0
AM	0	0
NOON	0	0
PM	0	0

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

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	9:45 PM



Total Ins & Outs

Total Volume Per Leg

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501 Private Vehicles-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Way			Way			World Way North			World Way North			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	0	0	0	0	0	0	0	0	6	0	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME :	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501 Private Vehicles-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets:	Sky Way			Sky Way			World Way North			World Way North			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	2	1	0	0	0	0	0	0	0	0	6	0	
8:30 PM	31	20								449	0		500
8:45 PM	28	22								437	0		487
9:00 PM	28	24								450	1		503
9:15 PM	30	15								366	0		431
9:30 PM	41	14								453	1		509
9:45 PM	32	17								427	0		478
10:00 PM	20	24								451	1		526
10:15 PM	42	13								329	2		386
10:30 PM	32	13								424	1		460
10:45 PM	24	9								408	5		446
11:00 PM	25	14								309	0		399
11:15 PM	33	9								357	0		399
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	366	194	0	0	0	0	0	0	0	0	5041	11	5612
	65.36%	34.64%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	99.76%	0.22%	
PEAK HR START TIME :	5:45 PM												TOTAL
PEAK HR VOL :	127	75	0	0	0	0	0	0	0	0	1726	2	1930
PEAK HR FACTOR :	0.919		0.000		0.000		0.000		0.952		0.948		

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

[DRAFT]

Day: Friday

Date: 8/8/2014

UTURNS			
NB	SB	EB	WB
0	0	0	0

PEAK IR START TIME :						TOTAL
0 AM						
PEAK IR VOL :	0	0	0	0	0	0
PEAK IR FACTORS :	0.000		0.000		0.000	0.000

CONTROL : *Signified*

[DRAFT]

Project #: 14-5501 Private
Vehicles-007
City: Los Angeles



Total Volume Per Leg

North Leg		East Leg	
0	0	0	0
0	0	0	0
0	77	0	0
PM		PM	
AM		0	0
NOON		0	0
		0	0
		AM	NOON
			PM
South Leg			
0	0		
0	0		
0	202		
N			

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Service-007

Day: Friday

City: Los Angeles

224

Date: 8/8/20

NS/EW Streets:	AV																TOTAL
	Way				Sky Way				World Way North				World Way South				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	0	6	0	0	TOTAL
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	0	0	0	0	TOTAL
APPROACH %'s:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK SRV RT TIME:	0.000																TOTAL
PEAK HR VOL:	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

CONTROL : *Signalized*

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Service-007

Day: Friday

City: Los Angeles

DME

Date: 8/8/20

N/S/E/W Streets:		Sky Way			Sky Way			World Way North			World Way North			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 2	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	TOTAL 5
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	2	0	2
9:00 PM		0	0	0	0	0	0	0	0	0	0	1	0	1
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	2	0	2
11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	TOTAL 5
APPROACH %:		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%
PEAK HR START TIME:		8:45 PM												
PEAK HR VOL:		0	0	0	0	0	0	0	0	0	0	3	0	3
PEAK HR FACTOR:		0.000			0.000			0.000			0.375			0.375

CONTROL : [Signalized](#)

UTURNS			
NB	SB	EB	WB

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Service-007

Day: Friday

City: Los Angeles

Date: 8/8/20:

NODD														
N/S/EW Streets	Sky Way				Sky Way				World Way North			World Way North		
	NORTHBOUND				SOUTHBOUND				EASTBOUND			WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	2	1	0	0	0	0	0	0	0	0	6	0		
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s:	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	#DIVD1	0	
PEAK HR START TIME:	0.00												TOTAL	
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR:	0.000												0.000	

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:
NDS

National Data & Surveying Services

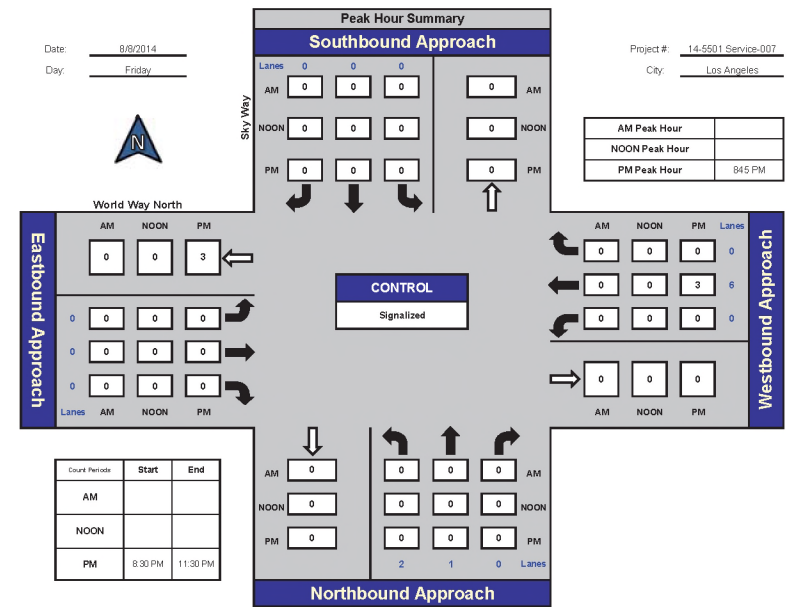
[DRAFT]

Sky Way and World Way North , Los Angeles

Project #: 14-5501 Service-007

City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	845 PM



Total Ins & Outs

The diagram illustrates a four-leg roundabout with the following signal timing and traffic flow:

- North Leg:** 30s AM, 30s NOON, 30s PM. Traffic flow is indicated by a red arrow pointing down and a green arrow pointing up.
- East Leg:** 30s AM, 30s NOON, 30s PM. Traffic flow is indicated by a red arrow pointing left and a green arrow pointing right.
- South Leg:** 30s AM, 30s NOON, 30s PM. Traffic flow is indicated by a red arrow pointing up and a green arrow pointing down.
- West Leg:** 30s AM, 30s NOON, 30s PM. Traffic flow is indicated by a red arrow pointing right and a green arrow pointing left.

Arrows indicate clockwise traffic flow around the central island.

Total Volume Per Leg

[illegible]

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 SuperShuttle-007													Day: Friday		
City: Los Angeles													Date: 8/8/2014		
NS/EW Streets:	Sky Way		Sky Way		AM				World Way North		World Way North				
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND						
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
LANES:	2	1	0	0	0	0	0	0	0	0	6	0			
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI			
PEAK HR START TIME :	0 AM												TOTAL		
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		

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 SuperShuttle-007													Day: Friday				
City: Los Angeles													Date: 8/8/2014				
NS/EW Streets:	Sky Way			Sky Way			PM			World Way North			World Way North				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
	2	1	0	0	0	0	0	0	0	0	6	0					
8:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	2				
8:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1				
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	2				
9:30 PM	1	0	0	0	0	0	0	0	0	0	3	0	4				
9:45 PM	2	0	0	0	0	0	0	0	0	0	1	0	3				
10:00 PM	1	0	0	0	0	0	0	0	0	0	2	0	3				
10:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	3				
10:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3				
10:45 PM	3	0	0	0	0	0	0	0	0	0	1	0	4				
11:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2				
11:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1				
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	28				
PEAK HR START TIME :	10:00 PM												TOTAL				
PEAK HR VOL :	5	0	0	0	0	0	0	0	0	0	8	0	13				
PEAK HR FACTOR :	0.417		0.000		0.000				0.667		0.667		0.813				

CONTROL : Signalized

NB	SB	EB	WB
0	0	0	0

[DRAFT]

Prepared by
a & Surv

Day: Friday

Date: 8/8/201

Date: 8/8/201

UTERUS				
NB	SB	EB	WB	
NB	0	0	0	0

PEAK IDENTIFIER	0.000	0.000	0.000	0.000	0.000	TOTAL
PEAK IDENTIFIER:	0.000	0.000	0.000	0.000	0.000	
PEAK IDENTIFIER:	0.000	0.000	0.000	0.000	0.000	

CONTROL : *Signified*

[DRAFT]

Prepared by:

National Data & Surveying Services

Sky Way and World Way North, Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	1000 PM



Total Ins & Outs

[illegible]

Total Volume Per Leg

North leg		East leg	
AM	0	AM	0
NOON	0	NOON	8
PM	0	PM	

West leg		South leg	
AM	0	AM	0
NOON	0	NOON	0
PM	13	PM	5

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, Taxiways-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	AV												TOTAL
	Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	1	0	0	0	0	0	0	0	0	6	0	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME :	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, Taxiways-007

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	Sky Way		Sky Way		World Way North		World Way North						TOTAL
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	0	0	0	0	0	0	0	0	4	0	5
8:30 PM	0	1	0	0	0	0	0	0	0	0	14	0	15
8:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
9:00 PM	0	5	0	0	0	0	0	0	0	0	13	0	18
9:15 PM	0	2	0	0	0	0	0	0	0	0	7	0	9
9:30 PM	2	1	0	0	0	0	0	0	0	0	8	0	11
9:45 PM	0	1	0	0	0	0	0	0	0	0	13	0	14
10:00 PM	0	3	0	0	0	0	0	0	0	0	5	0	8
10:15 PM	0	2	0	0	0	0	0	0	0	0	7	0	9
10:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
11:00 PM	0	2	0	0	0	0	0	0	0	0	6	0	8
11:15 PM	0	2	0	0	0	0	0	0	0	0	6	0	8
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	10.00%	90.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	110
PEAK HR START TIME :	5:15 PM												TOTAL
PEAK HR VOL :	2	9	0	0	0	0	0	0	0	0	41	0	52
PEAK HR FACTOR :	0.550		0.000		0.000		0.000		0.798		0.722		

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Taxicabs-007

Day: Friday

City: Los Angeles

Date: 8/8/20:

NORTH													
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 6	WR 0	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH VOLUMES:	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/	#/VDV/
PEAK HR START TIME:	0.00												TOTAL
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

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:
NDS

National Data & Surveying Services

[DRAFT]

Sky Way and World Way North , Los Angeles

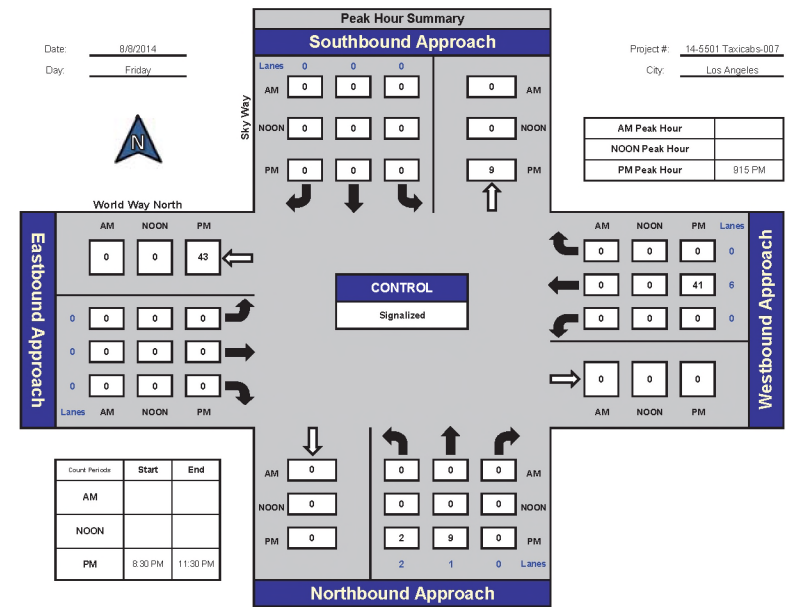
Date: 8/8/2014
Day: Friday



Project #: 14-5501 Taxicabs-007

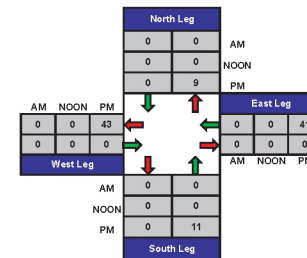
City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	915 PM

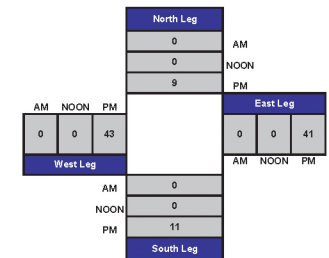


Count Periods	Start	End
AM		
NOON		
PM	8:30 PM	11:30 PM

Total Ins & Outs



Total Volume Per Leg



[DRAFT]

Prepared by National Data & Surveying Services

VEHICLE CLASSIFICATION COUNT

Location: 14-5501-107
City: Los Angeles

Day: Friday
Date: 8/8/2014

#	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	TOTAL
1	Private Vehicles	204	195	159	197	179	170	153	162	185	165	129	124	2022
2	Taxicabs	79	88	91	81	49	90	62	70	76	66	79	73	904
3	Hotel/Motel Courtesy Vehicles	0	3	3	1	2	1	2	3	3	0	1	2	21
	Off-Airport Rental Cars	0	1	0	5	2	3	4	4	2	5	5	5	36
4	Parking Airport-Operated Shuttles	2	1	2	1	1	0	3	1	2	3	2	2	20
	On-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee Airport-Operated Shuttles	1	0	1	0	0	1	1	0	0	0	0	0	4
5	SuperShuttles	4	8	6	4	7	2	9	2	4	5	6	7	64
	Other Shared Ride/Door-to-Door Vehicles	0	13	3	1	4	0	7	6	6	9	7	4	60
6	Limousines	7	11	13	14	10	18	6	6	8	12	6	17	128
7	Charter Buses	0	1	2	0	0	0	0	0	0	0	1	0	4
8	City Buses	3	1	1	0	0	1	2	3	1	1	5	3	21
9	Service/Other	1	1	0	0	0	1	0	0	0	0	0	0	3
10	Flyaways	0	0	2	0	1	0	1	0	0	0	1	2	7
	TOTAL	301	323	283	304	255	287	250	257	287	266	242	239	3294

[DRAFT]

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 14-5501-CharterBuses-107

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	AM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 1	EL 0	ET 0	ER 0	WL 0	WT 0.5	WR 0.5	TOTAL
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL
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 HR START TIME :	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 CharterBuses-107

Day: Friday

City: Los Angeles

Date: 8/6/2014

City: Los Angeles						PM		Date: 5/6/2014						
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
9:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
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	1	0	0	0	0	0	0	0	1	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	4
PEAK HR START TIME :	8:45 PM												TOTAL	
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	0	0	0	3	
PEAK HR FACTOR :	0.000			0.375			0.000			0.000			0.375	

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 CharterBuses-107

Day: Friday

City: Los Angeles

Date: 8/6/2014

City: Los Angeles

NOION

Date: 9/6/2014

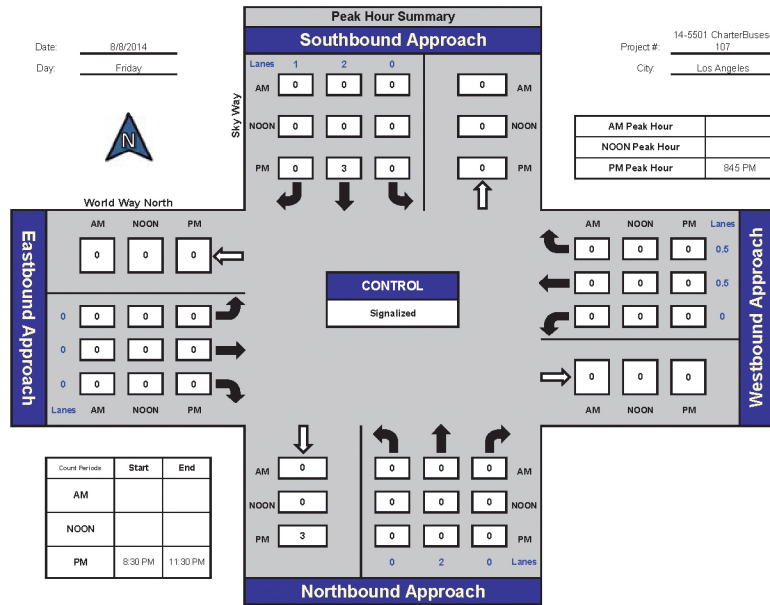
NS/EW Streets	Sky Way		Sky Way		World Way North		World Way North						TOTAL
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND						
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 1	EL 0	ET 0	ER 0	WL 0	WT 0.5	WR 0.5	
UTURNS													
	NB	SB	EB	WB									
	0												
TOTAL VOLUMES : APPROACH %'s :	NL #DIV/DI	NT #DIV/DI	NR #DIV/DI	SL #DIV/DI	ST #DIV/DI	SR #DIV/DI	EL #DIV/DI	ET #DIV/DI	ER #DIV/DI	WL #DIV/DI	WT #DIV/DI	WR #DIV/DI	TOTAL #DIV/DI
	0												
PEAK HR START TIME :	8:45 PM												TOTAL
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

CONTROL : Signalized

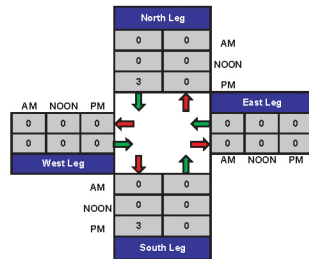
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

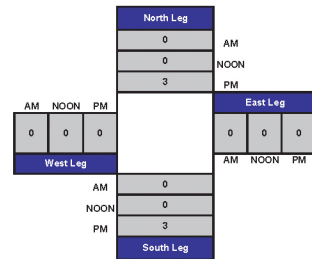
[DRAFT]

Sky Way and World Way North, Los AngelesDate: 8/9/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 CharterBuses-107

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	2	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR START TIME:	8 AM											
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		

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, Citybase-107

Day: Friday

City: Los Angeles

Date: 8/6/2014

PM													Date: 6/6/2024	
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North				TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5		
8:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	
8:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
9:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
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	1	0	0	0	0	0	0	0	1	
10:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
10:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	
10:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
10:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
11:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	5	
11:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	21	
PEAK HR START TIME:	10:00 PM												TOTAL	
PEAK HR VOL:	0	0	0	0	10	0	0	0	0	0	0	0	10	
PEAK HR FACTOR:	0.000			0.500			0.000			0.000			0.500	

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, Citybase-107

Day: Friday

City: Los Angeles

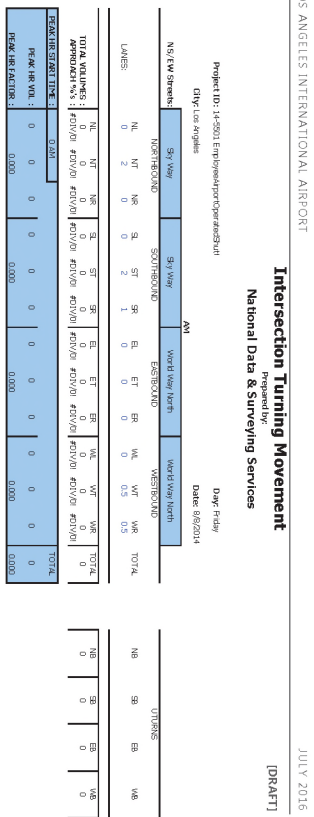
Date: 8/6/2014

City: Los Angeles		NOON												Date: 10/20/24						
NS/EW Streets:	Sky Way			Sky Way			World Way North			World Way North			UTURNS							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND										
	LANES:													NB	SB	EB	WB			
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL								
0	2	0	0	2	1	0	0	0	0	0.5	0.5									
TOTAL VOLUMES - APPROACH %'s :													NB	SB	EB	WB				
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL								
0	0	0	0	0	0	0	0	0	0	0	0	0								
#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI								
PEAK HR START TIME :													0.00				TOTAL			
PEAK HR VOL :													0	0	0	0	0	0	0	0
PEAK HR FACTOR :													0.000			0.000		0.000		0.000

CONTROL : Signalized

[DRAFT]

Day: Friday



Total Volume Per Leg

UTERUS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, EmployeeAirportOperatedShut												Day: Friday			
City: Los Angeles												Date: 6/6/2014			
NS/EW Streets:	Sky Way				Sky Way				World Way North				World Way North		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
	0		0	0	2	1	0	0	0	0	0.5	0.5			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
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	1	0	0	0	0	0	0	0	1	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
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 :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
APPROACH %'s :	0	0	0	0	1	1	0	0	0	0	2	0	4		
	#DIV/DI	#DIV/DI	#DIV/DI		0.00%	50.00%	50.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%		
PEAK HR START TIME :	945 PM												TOTAL		
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	1	0	2		
PEAK HR FACTOR :	0.000				0.250			0.000			0.250		0.500		

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, EmployeeAirportOperatedShut												Day: Friday			
City: Los Angeles												Date: 6/6/2014			
NS/EW Streets:	Sky Way				Sky Way				World Way North				World Way North		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
	0	2	0	0	2	1	0	0	0	0	0.5	0.5			
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0		
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI		
PEAK HR START TIME :	0.00												TOTAL		
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		

CONTROL : Signalized

ITM Peak Hour Summary

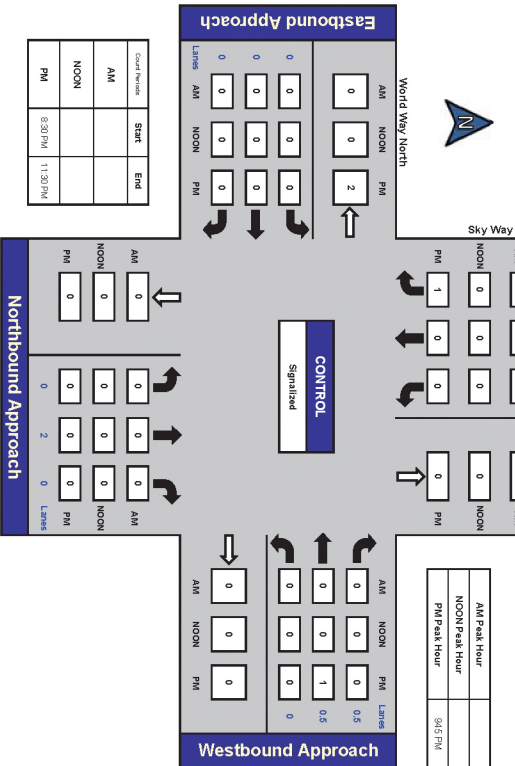
[DRAFT]

Prepared by
NDS
National Data & Surveying Services

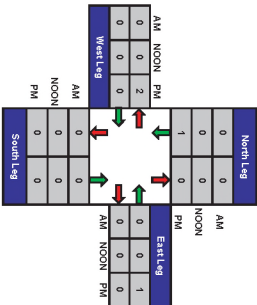
Sky Way and World Way North, Los Angeles

Date: 8/8/2014
Day: Friday

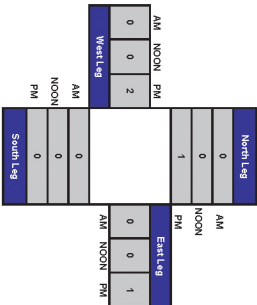
Project # 14-5501
Employee/Analyst/Operator: EBS/MLH/107
City: Los Angeles



Total Ins & Outs



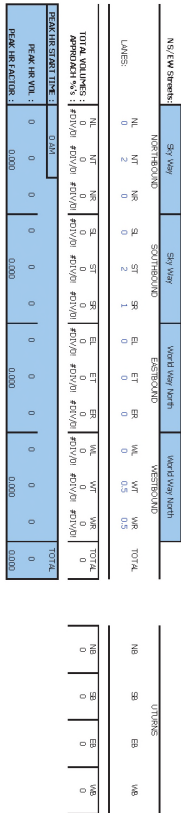
Total Volume Per Leg



Intersection Turning Movement

[DRAFT]

Project ID: 14-5501, Pymap-107
City: Los Angeles
Date: 8/8/2014
Day: Friday



Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, Flyways-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets	PM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0		2	1	0	0	0	0	0.5	0.5	
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	2	0	0	0	0	0	0	2
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	7
PEAK HR START TIME :	1:00 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	3	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000			0.375			0.000			0.000			0.375

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, Flyways-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

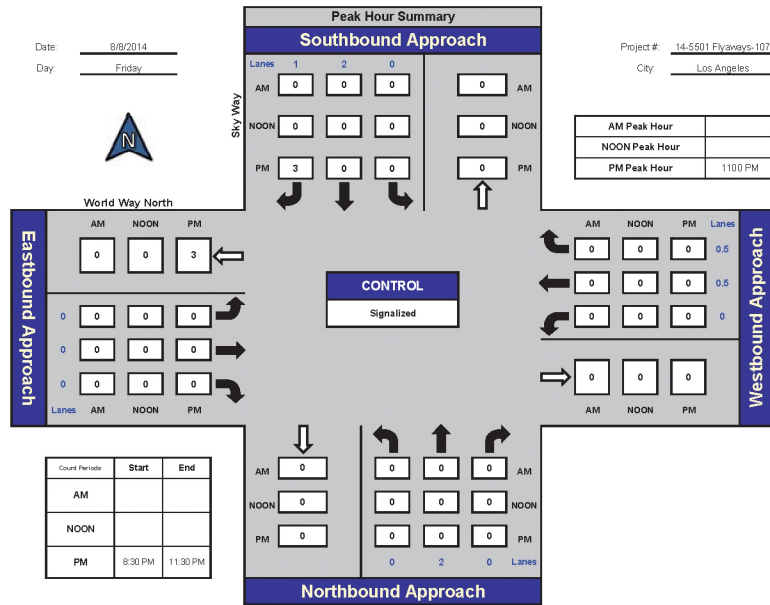
NOION														UTURNS			
NS/EW Streets	Sky Way		Sky Way		World Way North		World Way North										
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
	0	2	0	0	2	1	0	0	0	0	0.5	0.5					
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0	0	0	0
PEAK HR START TIME :	0:00													TOTAL			
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				

CONTROL : Signalized

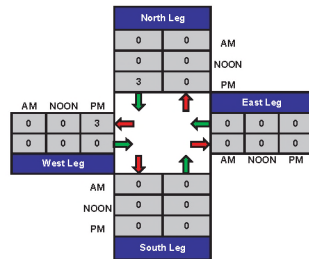
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

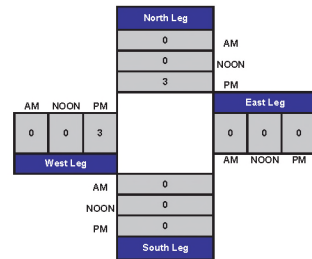
[DRAFT]

Sky Way and World Way North, Los AngelesDate: 8/9/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Hotel/Courtesy/Vehicle-10

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR START TIME:	0 AM												
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000												0.000

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.HotelHotelCourtesyVehicle-10

Day: Friday

City: Los Angeles

Date: 6/6/2014

PM											Date: @/@@/@@		
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
9:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
9:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
9:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
10:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
10:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	21	0.00%	100.00%	0.00%	0	0	0	0	21
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME :	9:45 PM												TOTAL
PEAK HR VOL :	0	0	0	0	9	0	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.000												0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501.HotelHotelCourtesyVehicle-10

Day: Friday

City: Los Angeles

Date: 6/6/2014

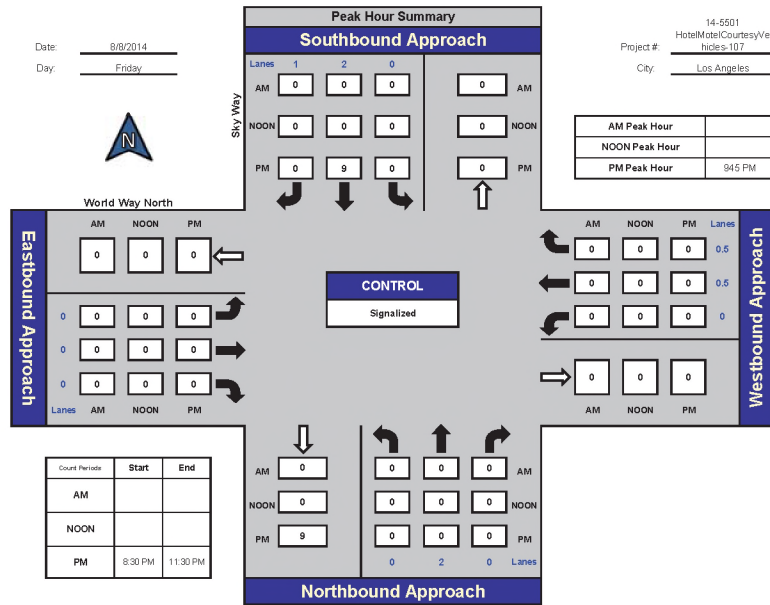
City: Los Angeles		NOON												Date: 10/20/24				
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			UTURNS					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND								
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	
	LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5					
TOTAL VOLUMES - APPROACH VOLUMES																		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		NB	SB	EB	WB
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI					
PEAK HR START TIME																		
	0:00												TOTAL					
PEAK HR VOL																		
	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				

CONTROL : Signalized

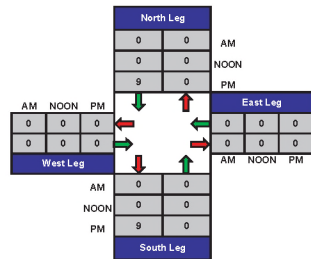
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

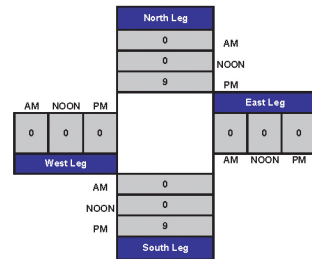
[DRAFT]

Sky Way and World Way North, Los AngelesDate: 8/9/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501, Lincouslee-107

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR START TIME:	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501.Limousines-107													Day: Friday			
City: Los Angeles													Date: 6/6/2014			
N/S/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		PM							
	NORTHBOUND				SOUTHBOUND		EASTBOUND		WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	2	0	0	2	1	0	0	0	0	0.5	0.5				
8:30 PM	0	0	0	0	4	3	0	0	0	0	0	0	7			
8:45 PM	0	0	0	0	8	3	0	0	0	0	0	0	11			
9:00 PM	0	0	0	0	11	2	0	0	0	0	0	0	13			
9:15 PM	0	0	0	0	13	1	0	0	0	0	0	0	14			
9:30 PM	0	0	0	0	9	1	0	0	0	0	0	0	10			
9:45 PM	0	0	0	0	15	3	0	0	0	0	0	0	18			
10:00 PM	0	0	0	0	4	1	0	0	0	0	1	0	6			
10:15 PM	0	0	0	0	5	1	0	0	0	0	0	0	6			
10:30 PM	0	0	0	0	6	2	0	0	0	0	0	0	8			
10:45 PM	0	0	0	0	8	3	0	0	0	0	1	0	12			
11:00 PM	0	0	0	0	4	2	0	0	0	0	0	0	6			
11:15 PM	0	0	0	0	12	4	0	0	0	0	1	0	17			
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	0	0	0	0	99	26	0	0	0	0	3	0	128			
	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	79.20%	20.80%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%				
PEAK HR START TIME :	9:00 PM													TOTAL		
PEAK HR VOL :	0	0	0	0	48	7	0	0	0	0	0	0	55			
PEAK HR FACTOR :	0.000		0.764		0.000		0.000		0.000		0.764					

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

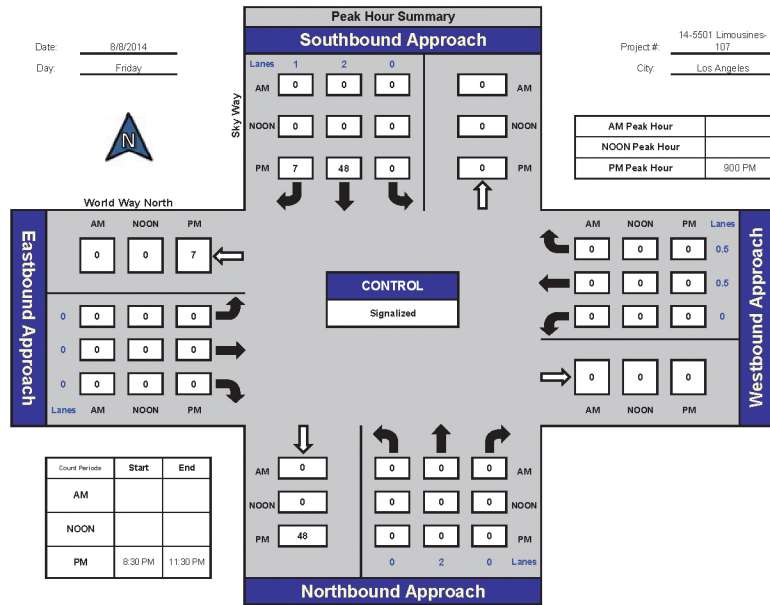
[DRAFT]

Project ID: 14-9501.Limousines-107													Day: Friday			
City: Los Angeles													Date: 6/8/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North		NOON							
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		UTURNS							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	2	0	0	2	1	0	0	0	0	0.5	0.5				
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0			
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI				
PEAK HR START TIME :	0.00													TOTAL		
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			
CONTROL : Signalized																

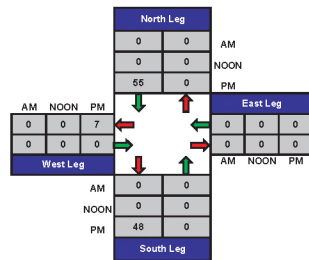
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

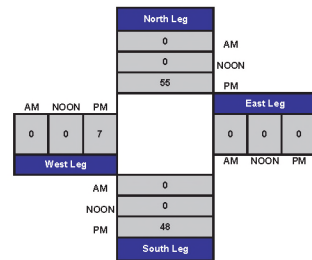
[DRAFT]

Sky Way and World Way North, Los AngelesDate: 8/9/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Off-Airport Rental Cars-107

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %/V/D	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR START TIME: 6 AM													
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OffAirportRentalCars-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

N/S/E/W Streets	PM													TOTAL
	Sky Way				Sky Way			World Way North			World Way North			
	NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	0	2	0	0	2	1	0	0	0	0	0.5	0.5		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	1	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	5	0	0	0	0	0	0	0	5	
9:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
9:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	
10:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4	
10:15 PM	0	0	0	0	4	0	0	0	0	0	0	0	4	
10:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
10:45 PM	0	0	0	0	5	0	0	0	0	0	0	0	5	
11:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	5	
11:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	5	
TOTAL VOLUMES : APPROACH %'s :	NL #DIV/DI	NT #DIV/DI	NR #DIV/DI	SL 0.00%	ST 100.00%	SR 0.00%	EL #DIV/DI	ET #DIV/DI	ER #DIV/DI	WL #DIV/DI	WT #DIV/DI	WR #DIV/DI	TOTAL 36	
PEAK HR START TIME :	10:00 PM													TOTAL
PEAK HR VOL :	0	0	0	0	17	0	0	0	0	0	0	0	17	
PEAK HR FACTOR :	0.000				0.850			0.000			0.000			0.850

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OffAirportRentalCars-107

Day: Friday

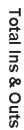
City: Los Angeles

Date: 6/6/2014

NS/EW Streets	UTURN												TOTAL	UTURNS			
	Sky Way			Sky Way			World Way North			World Way North				NB	SB	EB	WB
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					
	0	2	0	0	2	1	0	0	0	0	0.5	0.5					
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0					
8:45 PM	0	0	0	0	1	0	0	0	0	0	0	0					
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0					
9:15 PM	0	0	0	0	5	0	0	0	0	0	0	0					
9:30 PM	0	0	0	0	2	0	0	0	0	0	0	0					
9:45 PM	0	0	0	0	3	0	0	0	0	0	0	0					
10:00 PM	0	0	0	0	4	0	0	0	0	0	0	0					
10:15 PM	0	0	0	0	4	0	0	0	0	0	0	0					
10:30 PM	0	0	0	0	2	0	0	0	0	0	0	0					
10:45 PM	0	0	0	0	5	0	0	0	0	0	0	0					
11:00 PM	0	0	0	0	5	0	0	0	0	0	0	0					
11:15 PM	0	0	0	0	5	0	0	0	0	0	0	0					
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI					
PEAK HR START TIME :	0.00												TOTAL				
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			

CONTROL : Signalized

[DRAFT]



Total Volume Per Leg

	East Leg		
	AM	NOON	PM
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85	0	0	0
86	0	0	0
87	0	0	0
88	0	0	0
89	0	0	0
90	0	0	0
91	0	0	0
92	0	0	0
93	0	0	0
94	0	0	0
95	0	0	0
96	0	0	0
97	0	0	0
98	0	0	0
99	0	0	0
100	0	0	0

[DRAFT]

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OnAirportRentalCars-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets	PM												TOTAL
	Sky Way			Sky Way			World Way North			World Way North			
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
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 VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
PEAK HR START TIME :	9 AM												TOTAL
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

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-OnAirportRentalCars-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets	NOON												TOTAL					
	Sky Way			Sky Way			World Way North			World Way North								
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND								
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						
LANES:	0	2	0	0	0	1	0	0	0	0	0.5	0.5	0	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		NB	SB	EB	WB
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI					
PEAK HR START TIME :	0 AM												TOTAL					
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					

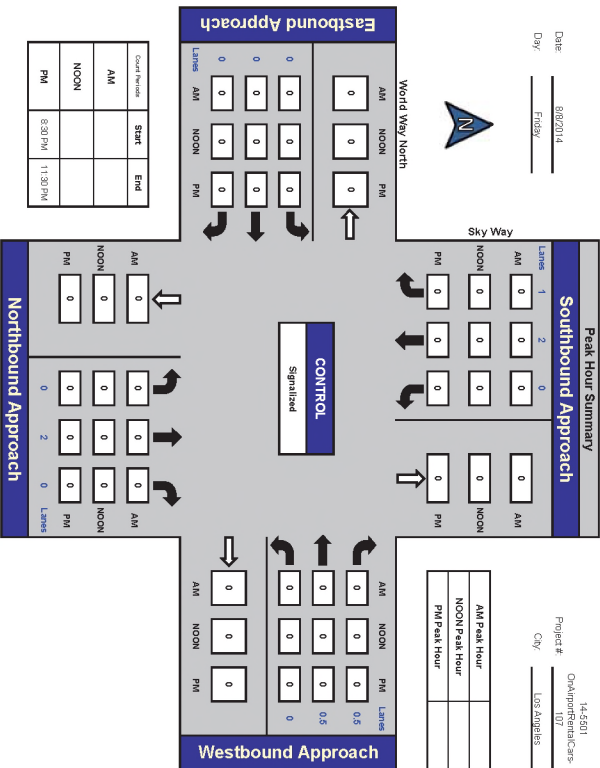
CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by
NDS
National Data & Surveying Services

Sky Way and World Way North, Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

[DRAFT]

Prepared by
National Data & Surveying Services

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

N/E/W Streets	Sky Way			Southbound			World Way North			Westbound North		
	NL	WT	WB	SL	ST	SB	EL	ET	EB	WL	WT	WB
Lanes:	0	2	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL VOLUMES	0			0			0			0		
PERCENTAGE	0.000			0.000			0.000			0.000		
PEAK HOUR VOLUME	0			0			0			0		
CONVERSION: Signalized	0.000			0.000			0.000			0.000		

UTURNS	SB	EB	WB
NB	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, Other-107

Day: Friday

City: Los Angeles

Date: 8/6/2014

NS/EW Streets	PM											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
LANES:	0		0	0	2	1	0	0	0	0	0.5	0.5
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	5	2	0	0	0	0	6	0
9:00 PM	0	0	0	0	1	0	0	0	0	0	2	0
9:15 PM	0	0	0	0	1	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0	0	0	4	0
9:45 PM	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	7	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	6	0
10:30 PM	0	0	0	0	2	2	0	0	0	0	2	0
10:45 PM	0	0	0	0	5	0	0	0	0	0	4	0
11:00 PM	0	0	0	0	1	0	0	0	0	0	6	0
11:15 PM	0	0	0	0	0	2	0	0	0	0	2	0
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
APPROACH %'s :	0	0	0	0	15	6	0	0	0	0	39	0
	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	71.43%	28.57%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%
PEAK HR START TIME :	10:15 PM											
PEAK HR VOL :	0	0	0	0	8	2	0	0	0	0	18	0
PEAK HR FACTOR :	0.000				0.500		0.000			0.750		0.778

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501, Other-107

Day: Friday

City: Los Angeles

Date: 8/6/2014

NS/EW Streets	NOON											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
PEAK HR START TIME :	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

CONTROL : Signalized

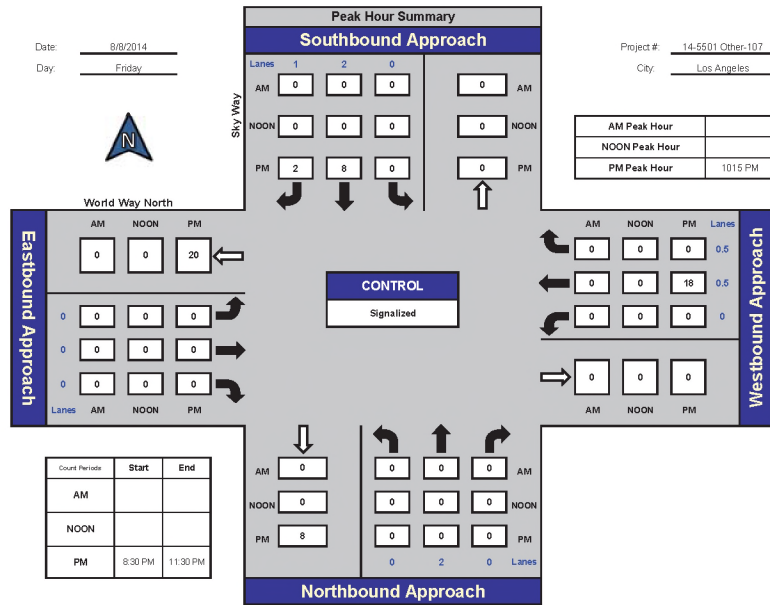
UTURNS			
NB	SB	EB	WB

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

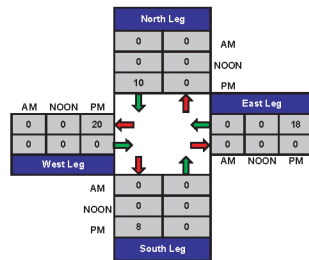
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

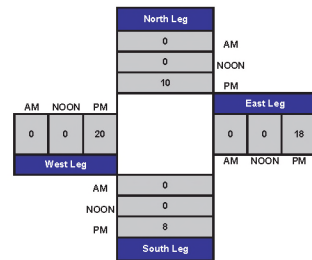
[DRAFT]

Sky Way and World Way North, Los AngelesDate: 8/9/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Parking/Airport/Operated/Buttle

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR START TIME:	0 AM												TOTAL
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501 Parking/Airport/Operated/Shuttle

Day: Friday

City: Los Angeles

Date: 6/6/2014

PM													DATE: 08/08/2017	
NS/EW Streets:	Sky Way			Sky Way			World Way North			World Way North				
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	0	2	0	0	2	1	0	0	0	0	0.5	0.5		
8:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
8:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
9:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
9:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
9:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	
10:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
10:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
10:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	
11:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
11:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'S:	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	20	
PEAK HR START TIME:	10:30 PM												TOTAL	
PEAK HR VOL:	0	0	0	0	9	0	0	0	0	0	0	0	9	
PEAK HR FACTOR:	0.000			0.750			0.000			0.000			0.750	

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501 Parking/Airport/Operated/Shuttle

Day: Friday

City: Los Angeles

Date: 6/6/2014

City: Los Angeles		NOON												Date: 10/22/2014			
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			UTAH/IS				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
LANES:	0	2	0	0	2	1	0	0	0	0	0	0.5	0.5				
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI				
PEAK HR START TIME :	0.00													TOTAL			
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				

CONTROL : Signalized

ITM Peak Hour Summary

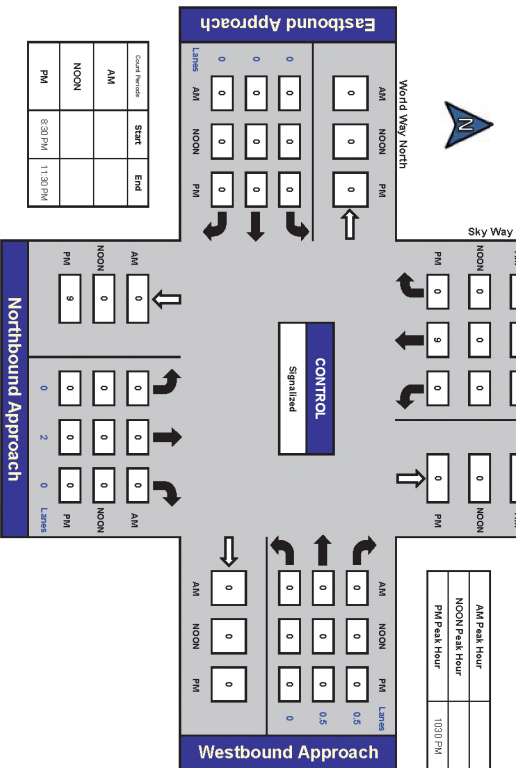
[DRAFT]

Prepared by
NDS
 National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/8/2014
 Day: Friday

Project # 14-5501
 Planning/Observed
 Studies: 107
 City: Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	9	0	PM	0	0
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	9	0	PM	9	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	9	0	PM	0	0
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	9	0	PM	9	0

Intersection Turning Movement

[DRAFT]

Prepared by
National Data & Surveying Services

Project ID: 14-5501 Phase Vehicle-107

City: Los Angeles

Date: 8/8/2014

N/E/W Streets	Sky Way			Southbound			World Way North			Westbound North		
	NL	WT	WB	SL	ST	SB	EL	ET	EB	WL	WT	WB
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL VOLUMES	1074			1074			1074			1074		
PERCENTAGE	100%			100%			100%			100%		

PEAK HOUR TYPE	NL	WT	WB	SL	ST	SB	EL	ET	EB	WL	WT	WB
AM	0	0	0	0	0	0	0	0	0	0	0	0
NOON	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0

CONVTL: 1: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 Private Vehicles-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets	PM											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	2	0	0	2	1	0	0	0	0	0.5	0.5
8:30 PM	38			124	30					9	3	204
8:45 PM	41			105	25					9	5	195
9:00 PM	26			89	36					8	1	199
9:15 PM	34			112	39					9	3	197
9:30 PM	33			104	34					7	1	179
9:45 PM	35			105	25					4	1	170
10:00 PM	37			89	17					8	2	153
10:15 PM	15			96	43					6	2	162
10:30 PM	34			102	39					7	3	185
10:45 PM	28			96	28					11	2	165
11:00 PM	27			74	19					9	0	129
11:15 PM	20			62	19					2	1	124
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
APPROACH %'s :	0	368	0	0	1177	364	0	0	0	0	89	24
	0.00%	100.00%	0.00%	0.00%	76.38%	23.62%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	78.76%	21.24%
PEAK HR START TIME :	5:30 PM											
PEAK HR VOL :	0	139	0	0	429	140	0	0	0	0	35	12
PEAK HR FACTOR :	0.848			0.924			0.000			0.899		0.925

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 Private Vehicles-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

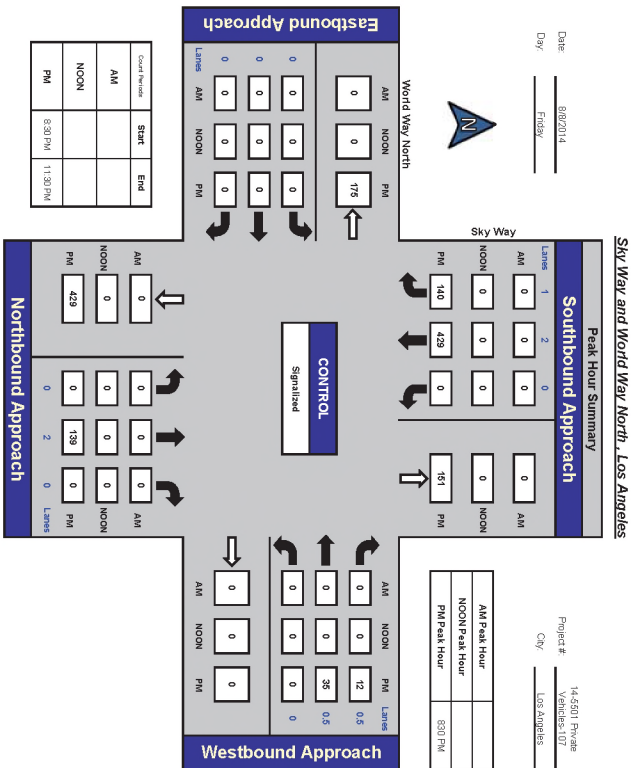
NS/EW Streets	NOON											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	2	0	0	2	1	0	0	0	0	0.5	0.5
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0
	#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 HR START TIME :	0.848											
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

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

[DRAFT]



Total Ins & Outs

Figure 1: Schematic representation of the experimental design. The diagram shows four groups of subjects: North Leg, East Leg, West Leg, and South Leg. Each group has three time points: AM, NOON, and PM. The North Leg group shows a decrease in activity from AM to NOON (0 to 0) and an increase from NOON to PM (0 to 669). The East Leg group shows an increase from AM to NOON (0 to 47) and a decrease from NOON to PM (0 to 0). The West Leg group shows an increase from AM to NOON (0 to 175) and a decrease from NOON to PM (0 to 0). The South Leg group shows an increase from AM to NOON (0 to 429) and a decrease from NOON to PM (139 to 0). Arrows indicate the direction of change between time points.

Total Volume Per Leg

North Leg		East Leg	
0	AM	0	AM
0	NOON	47	NOON
720	PM		PM

West Leg		South Leg	
0	AM	0	
0	NOON	668	
176	PM		

[DRAFT]

Day: Friday
Date: 8/8/2014

Date: 8/8/2014

[illegible]

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Service-107												Date: Friday	
City: Los Angeles												Date: 6/6/2014	
N/S/EW Streets:	Sky Way				Sky Way		World Way North			World Way North			
	NORTHBOUND				SOUTHBOUND		EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
8:30 PM	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	1	0	1
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	1	0	0	0	0	0	0	1
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 VOLUMES :													
APPROACH %'s :													
PEAK HR START TIME : 830 PM PEAK HR VOL : 0 0 0 0 1 0 0 0 0 0 0 1 0 2 PEAK HR FACTOR : 0.000 0.000 0.250 0.000 0.250 0.000 0.250 0.500 TOTAL 3													

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

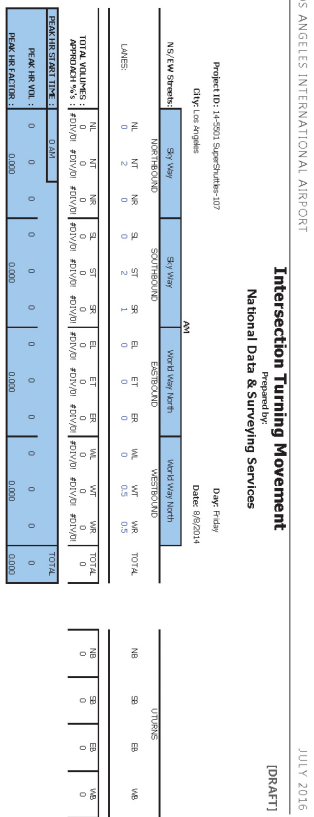
[DRAFT]

Project ID: 14-9501 Service 107												Day: Friday									
City: Los Angeles												Date: 6/6/2014									
NOON																					
NS/EW Streets:		Sky Way				Sky Way				World Way North				World Way North							
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		UTURNS					
		0	2	0	0	2	1	0	0	0	0	0	0.5	0.5			NB	SB	EB	WB	
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL							
		0	2	0	0	2	1	0	0	0	0	0	0.5	0.5			NB	SB	EB	WB	
APPROACH %'s:		#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI	#FDV/DI								
		0	0	0	0	0	0	0	0	0	0	0	0								
PEAK HR START TIME:		0.00												TOTAL							
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					

CONTROL : Signalized

[DRAFT]

Day: Friday
Date: 8/8/2014



Total Volume Per Leg

UTERUS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning MovementPrepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-9501 SuperShuttle-107													Day: Friday			
City: Los Angeles													Date: 8/6/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North									
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	2	0	0	2	1	0	0	0	0	0.5	0.5				
8:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4			
8:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	8			
9:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6			
9:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4			
9:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	7			
9:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2			
10:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	9			
10:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2			
10:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4			
10:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	5			
11:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6			
11:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	7			
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'S :	0	0	0	0	0	0	0	0	0	0	64	0	64			
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%				
PEAK HR START TIME :	5:45 PM													TOTAL		
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	25	0	25			
PEAK HR FACTOR :	0.000		0.000		0.000		0.000		0.781		0.781					

Intersection Turning MovementPrepared by:
National Data & Surveying Services

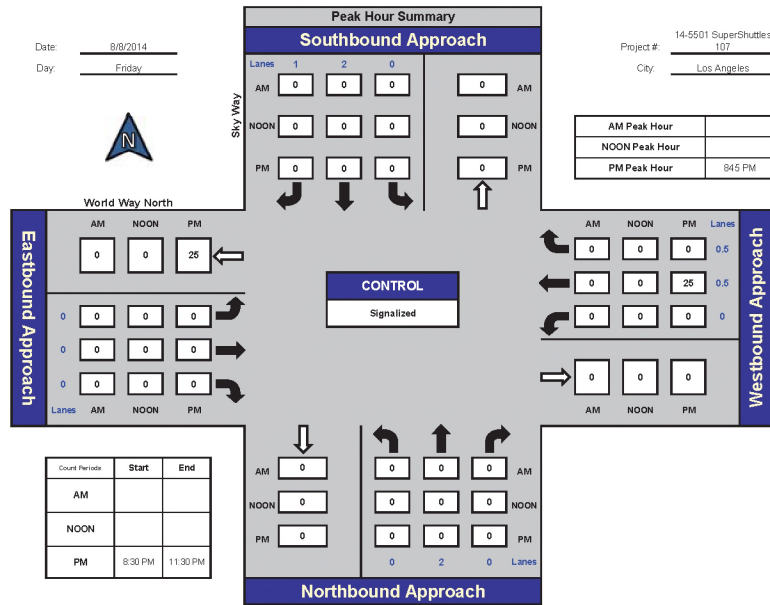
[DRAFT]

Project ID: 14-9501 SuperShuttle-107													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	Sky Way		Sky Way		World Way North		World Way North									
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	2	0	0	2	1	0	0	0	0	0.5	0.5				
													UTURNS			
													NB	SB	EB	WB
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0			
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI				
PEAK HR START TIME :	0.000													TOTAL		
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			
CONTROL : Signalized																

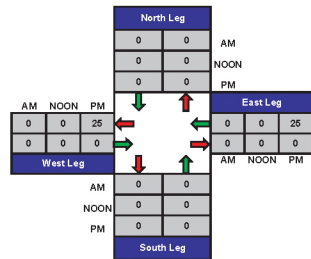
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

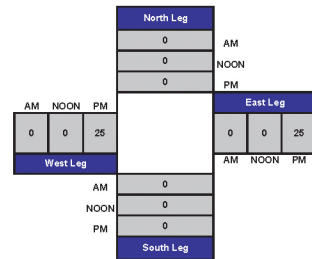
[DRAFT]

Sky Way and World Way North, Los AngelesDate: 8/9/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501 Tactic-107

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM												
	Sky Way			Sky Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	1	0	0	0	0	0.5	0.5	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR START TIME:	0 AM												TOTAL
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

CONTROL: Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, Tancabe-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets	PM											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
LANES:	0		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
8:45 PM	0	0	0	0	42	43	0	0	0	0	3	0
9:00 PM	0	0	0	0	46	42	0	0	0	0	1	0
9:15 PM	1	0	0	0	53	22	0	0	0	0	6	0
9:30 PM	0	0	0	0	34	15	0	0	0	0	0	0
9:45 PM	0	0	0	0	65	22	0	0	0	0	3	0
10:00 PM	0	0	0	0	23	25	0	0	0	0	4	0
10:15 PM	0	0	0	0	37	32	0	0	0	0	1	0
10:30 PM	0	0	0	0	45	38	0	0	0	0	2	1
10:45 PM	0	0	0	0	27	33	0	0	0	0	6	0
11:00 PM	0	0	0	0	48	28	0	0	0	0	2	1
11:15 PM	0	0	0	0	51	30	0	0	0	0	2	0
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	59.26%	40.74%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	94.29%	5.71%
PEAK HR START TIME :	5:30 PM											
PEAK HR VOL :	1	0	0	0	185	141	0	0	0	0	13	0
PEAK HR FACTOR :	0.250				0.906		0.000			0.542		0.934

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

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

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501, Tancabe-107

Day: Friday

City: Los Angeles

Date: 6/6/2014

NS/EW Streets	NOON											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5
8:30 PM	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
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	1	0	0	0	53	22	0	0	0	0	6	0
9:30 PM	0	0	0	0	34	15	0	0	0	0	0	0
9:45 PM	0	0	0	0	65	22	0	0	0	0	3	0
10:00 PM	0	0	0	0	23	25	0	0	0	0	4	0
10:15 PM	0	0	0	0	37	32	0	0	0	0	1	0
10:30 PM	0	0	0	0	45	38	0	0	0	0	2	1
10:45 PM	0	0	0	0	27	33	0	0	0	0	6	0
11:00 PM	0	0	0	0	48	28	0	0	0	0	2	1
11:15 PM	0	0	0	0	51	30	0	0	0	0	2	0
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
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 HR START TIME :	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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

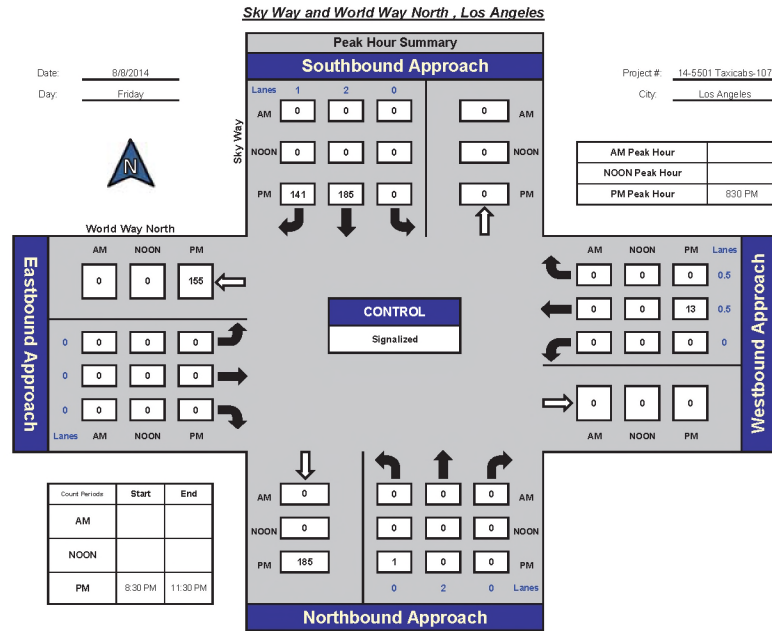
NB	0	SB	0	EB	0	WB	0
----	---	----	---	----	---	----	---

ITM Peak Hour Summary

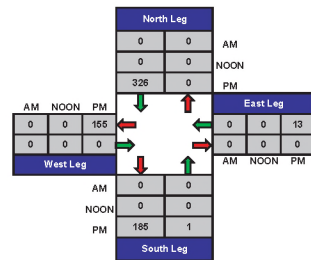
Prepared by:
NDS

National Data & Surveying Services

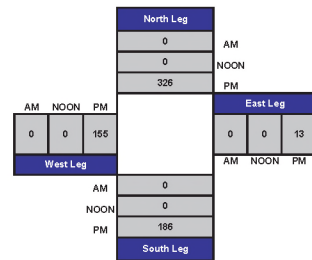
[DRAFT]



Total Ins & Outs



Total Volume Per Leg



[DRAFT]

Prepared by National Data & Surveying Services

VEHICLE CLASSIFICATION COUNT

Location: 14-5501-207
City: Los Angeles

Day: Friday
Date: 8/8/2014

#	CLASSIFICATION	2030	2045	2100	2115	2130	2145	2200	2215	2230	2245	2300	2315	TOTAL
1	Private Vehicles	0	0	2	2	0	0	1	2	1	5	2	0	15
2	Taxis/cabs	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
	Off-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0
	Parking Airport-Operated Shuttles	0	0	0	0	0	0	0	0	0	0	0	0	0
4	On-Airport Rental Cars	0	0	0	0	0	0	0	0	0	0	0	0	0
	Employee Airport-Operated Shuttles	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SuperShuttles	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other Shared Ride/Door-to-Door Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Limousines	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Charter Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
8	City Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Service/Other	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Flyaways	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	2	2	0	0	1	2	1	5	2	0	15

N.2

LAX Dwell Times



Date: 8.8.14

Survey Form C2

Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 1

AM

Level: 2

Curb:

Rental Car Services	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
X												1	6 : 3 : 25	6 : 3 : 50
									X			1	6 : 4 : 35	6 : 5 : 0
X												3	6 : 5 : 35	6 : 6 : 8
							X					1	6 : 7 : 10	6 : 7 : 40
X												4	6 : 7 : 53	6 : 8 : 28
X												1	6 : 8 : 40	6 : 8 : 52
X												1	6 : 9 : 45	6 : 10 : 5
									X			1	6 : 10 : 45	6 : 13 : 38
									X			3	6 : 14 : 0	6 : 15 : 40
X												3	6 : 16 : 37	6 : 17 : 10
								X				1	6 : 17 : 50	6 : 19 : 5
		X										1	6 : 19 : 55	6 : 20 : 30
						X						3	6 : 22 : 11	6 : 22 : 35
X												3	6 : 23 : 55	6 : 24 : 45
X												5	6 : 24 : 58	6 : 25 : 45
						X						0	6 : 26 : 36	6 : 27 : 5
X												4	6 : 29 : 38	6 : 30 : 18
			X									5	6 : 30 : 36	6 : 31 : 25
X												1	6 : 31 : 33	6 : 32 : 30
									X			1	6 : 33 : 0	6 : 33 : 26
						X						0	6 : 34 : 20	6 : 34 : 31
						X						3	6 : 34 : 45	6 : 35 : 10
X												2	6 : 36 : 15	6 : 37 : 6
									X			0	6 : 37 : 14	6 : 46 : 46
			X									4	6 : 42 : 58	6 : 43 : 30
X												2	6 : 44 : 6	6 : 44 : 40
X												3	6 : 45 : 18	6 : 45 : 55
							X					2	6 : 46 : 5	6 : 46 : 37
X												7	6 : 47 : 27	6 : 47 : 54
X												3	6 : 48 : 25	6 : 49 : 1
												2	6 : 49 : 40	6 : 50 : 17
						X						1	6 : 50 : 55	6 : 51 : 9
							X					1	6 : 51 : 44	6 : 52 : 7
						X						1	6 : 52 : 55	6 : 53 : 16

Date: 8.8.14

Survey Form C2

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 1

AM

Level: 2

Curb:

Rental Car Services	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
X												1	6 : 53 : 58	6 : 54 : 17
							X					1	6 : 54 : 30	6 : 54 : 45
					X							1	6 : 55 : 32	6 : 56 : 10
				X								2	6 : 56 : 38	6 : 57 : 28
						X						5	6 : 57 : 40	6 : 58 : 20
						X						1	6 : 58 : 50	6 : 59 : 20
					X							1	7 : 0 : 14	7 : 0 : 48
X												1	7 : 1 : 55	7 : 2 : 28
X							X					4	7 : 2 : 50	7 : 3 : 20
								X				0	7 : 3 : 51	7 : 4 : 7
X												1	7 : 6 : 0	7 : 6 : 25
X												1	7 : 7 : 27	7 : 7 : 57
				X								3	7 : 8 : 40	7 : 9 : 50
				X								3	7 : 10 : 8	7 : 10 : 48
X												3	7 : 11 : 31	7 : 12 : 36
						X						2	7 : 12 : 48	7 : 13 : 50
X								X				2	7 : 14 : 35	7 : 15 : 8
												2	7 : 15 : 50	7 : 16 : 12
X												2	7 : 16 : 38	7 : 17 : 27
							X					1	7 : 17 : 49	7 : 18 : 10
							X					1	7 : 18 : 40	7 : 18 : 55
							X					1	7 : 20 : 10	7 : 20 : 26
X												1	7 : 20 : 52	7 : 21 : 13
X												6	7 : 23 : 10	7 : 24 : 31
						X						0	7 : 25 : 36	7 : 25 : 55
						X						1	7 : 27 : 14	7 : 27 : 28
			X									1	7 : 27 : 55	7 : 28 : 44
							X					2	7 : 29 : 13	7 : 29 : 43
X												7	7 : 30 : 47	7 : 31 : 40
X												3	7 : 32 : 5	7 : 32 : 25
						X						0	7 : 35 : 38	7 : 35 : 58
	X											1	7 : 36 : 33	7 : 37 : 25
X												1	7 : 37 : 50	7 : 38 : 14
X												3	7 : 38 : 40	7 : 39 : 13

Date: 8.8.14

Survey Form C2

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 1

AM

Level: 2

Curb:

Rental Car Services	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
				X								8	7 : 39 : 33	7 : 41 : 20
X												2	7 : 42 : 48	7 : 43 : 0
							X					3	7 : 43 : 38	7 : 43 : 59
X												4	7 : 44 : 46	7 : 46 : 47
X												1	7 : 46 : 55	7 : 47 : 24
X												1	7 : 47 : 37	7 : 47 : 50
	X											4	7 : 48 : 13	7 : 49 : 30
X												3	7 : 50 : 35	7 : 51 : 10
									X			2	7 : 51 : 50	7 : 52 : 58
X												2	7 : 54 : 30	7 : 54 : 55
									X			3	7 : 55 : 53	7 : 57 : 56
X												1	7 : 58 : 40	7 : 58 : 49
				X								7	7 : 59 : 0	8 : 0 : 11
				X								7	8 : 0 : 40	8 : 1 : 43
									X			3	8 : 2 : 0	8 : 4 : 15
						X						2	8 : 4 : 50	8 : 6 : 23
									X			2	8 : 7 : 27	8 : 10 : 28
							X					4	8 : 10 : 44	8 : 11 : 18
							X					1	8 : 11 : 37	8 : 11 : 49
									X			1	8 : 13 : 23	8 : 14 : 4
						X						5	8 : 14 : 16	8 : 18 : 16
				X								1	8 : 19 : 10	8 : 19 : 58
								X				3	8 : 21 : 3	8 : 22 : 14
X												3	8 : 22 : 30	8 : 23 : 20
X												2	8 : 24 : 32	8 : 24 : 46
	X											1	8 : 25 : 0	8 : 25 : 10
						X						2	8 : 25 : 34	8 : 25 : 52
						X						2	8 : 26 : 41	8 : 27 : 25
	X											2	8 : 27 : 54	8 : 28 : 23
				X								4	8 : 28 : 46	8 : 29 : 47
						X						1	8 : 30 : 36	8 : 31 : 7
	X											1	8 : 31 : 37	8 : 31 : 49
X												3	8 : 32 : 19	8 : 33 : 0
						X						1	8 : 34 : 40	8 : 35 : 6

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Henry Gonzalez

Terminal: 1

AM

Level: 2

Curb:

Rental Car Services	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
				X								2	8 : 35 : 59	8 : 36 : 39
									X			1	8 : 37 : 50	8 : 41 : 5
						X						1	8 : 40 : 55	8 : 41 : 30
				X								5	8 : 42 : 20	8 : 43 : 29
						X						1	8 : 43 : 58	8 : 44 : 59
								X				1	8 : 45 : 37	8 : 49 : 9
									X			3	8 : 46 : 7	8 : 49 : 39
X						X						2	8 : 49 : 30	8 : 50 : 16
X												5	8 : 51 : 40	8 : 52 : 24
	X											1	8 : 54 : 41	8 : 54 : 44
					X							3	8 : 55 : 11	8 : 56 : 18
	X											7	8 : 57 : 31	8 : 58 : 43
X												2	8 : 59 : 34	8 : 59 : 44
X												2	9 : 0 : 20	9 : 1 : 30

Date: 8.8.14

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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 / Intensity 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)
									X			1	6 : 3 : 10	6 : 3 : 58
									X			1	6 : 4 : 0	6 : 4 : 51
X												3	6 : 5 : 0	6 : 6 : 44
									X			2	6 : 7 : 0	6 : 7 : 28
					X							1	6 : 8 : 0	6 : 8 : 43
							X					2	6 : 10 : 0	6 : 11 : 23
							X					1	6 : 12 : 0	6 : 12 : 39
							X					1	6 : 13 : 0	6 : 13 : 15
							X					1	6 : 14 : 0	6 : 14 : 20
							X					1	6 : 15 : 2	6 : 15 : 6
					X							1	6 : 16 : 0	6 : 17 : 48
							X					2	6 : 18 : 0	6 : 18 : 33
X												2	6 : 20 : 0	6 : 26 : 12
							X					1	6 : 26 : 30	6 : 30 : 58
							X					2	6 : 31 : 0	6 : 32 : 51
							X					1	6 : 33 : 0	6 : 35 : 55
							X					2	6 : 37 : 0	6 : 38 : 48
							X					1	6 : 40 : 0	6 : 41 : 50
							X					1	6 : 42 : 0	6 : 42 : 56
							X					2	6 : 43 : 0	6 : 43 : 59
							X					1	6 : 45 : 0	6 : 45 : 19
							X					4	6 : 46 : 0	6 : 47 : 30
X												1	6 : 49 : 0	6 : 51 : 4
X												1	6 : 51 : 0	6 : 54 : 3
							X					1	6 : 54 : 10	6 : 55 : 59
							X					1	6 : 57 : 0	6 : 59 : 6
							X					1	7 : 1 : 0	7 : 4 : 12
							X					1	7 : 4 : 5	7 : 4 : 24
X												1	7 : 5 : 10	7 : 5 : 32
							X					1	7 : 8 : 0	7 : 8 : 12
							X					1	7 : 9 : 8	7 : 10 : 27
							X					2	7 : 10 : 23	7 : 10 : 58
							X					2	7 : 12 : 0	7 : 12 : 48
							X					1	7 : 14 : 0	7 : 15 : 22

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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 / Intensity 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
									X			1	7 : 16 : 0	7 : 17 : 31
									X			1	7 : 17 : 50	7 : 18 : 47
									X			1	7 : 19 : 0	7 : 19 : 32
									X			1	7 : 21 : 0	7 : 22 : 3
									X			1	7 : 22 : 0	7 : 23 : 7
							X					2	7 : 23 : 25	7 : 25 : 16
							X					1	7 : 26 : 0	7 : 27 : 11
							X					2	7 : 29 : 0	7 : 30 : 4
							X					1	7 : 31 : 0	7 : 31 : 58
							X					1	7 : 34 : 0	7 : 36 : 0
							X					2	7 : 36 : 10	7 : 37 : 10
							X					1	7 : 37 : 20	7 : 38 : 10
							X					1	7 : 40 : 0	7 : 40 : 14
							X					2	7 : 41 : 0	7 : 44 : 57
							X					7	7 : 43 : 20	7 : 48 : 22
						X						6	7 : 49 : 22	7 : 50 : 13
						X						1	7 : 50 : 10	7 : 54 : 10
									X			3	7 : 55 : 0	7 : 58 : 4
									X			1	7 : 59 : 0	8 : 1 : 17
									X			1	8 : 5 : 0	8 : 7 : 30
									X			1	8 : 7 : 0	8 : 9 : 10
									X			2	8 : 10 : 0	8 : 11 : 39
									X			1	8 : 12 : 0	8 : 12 : 48
						X						6	8 : 13 : 0	8 : 17 : 17
						X						2	8 : 17 : 25	8 : 17 : 50
						X						2	8 : 18 : 0	8 : 18 : 40
						X						4	8 : 20 : 0	8 : 21 : 10
							X					1	8 : 21 : 20	8 : 22 : 12
						X						2	8 : 23 : 0	8 : 25 : 5
						X						2	8 : 23 : 0	8 : 29 : 11
									X			3	8 : 31 : 0	8 : 34 : 5
						X						2	8 : 35 : 0	8 : 37 : 23
						X						1	8 : 37 : 30	8 : 38 : 2

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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)
									X			1	8 : 39 : 0	8 : 39 : 57
									X			1	8 : 41 : 0	8 : 45 : 13
			X									2	8 : 44 : 0	8 : 45 : 21
						X						2	8 : 46 : 11	8 : 48 : 11
								X				3	8 : 48 : 55	8 : 49 : 30
					X							5	8 : 49 : 42	8 : 54 : 22
			X									1	8 : 54 : 30	8 : 55 : 14
			X									1	8 : 55 : 25	8 : 57 : 15
									X			1	8 : 59 : 11	9 : 0 : 31

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:

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)
						X						6	6 : 2 : 19	6 : 2 : 40
									U			1	6 : 11 : 13	6 : 12 : 32
									X		Lots of Luggage	2	6 : 11 : 13	6 : 13 : 53
											Lots of Luggage	2	6 : 13 : 4	6 : 13 : 38
							X					4	6 : 15 : 1	6 : 15 : 30
							X					3	6 : 15 : 40	6 : 17 : 13
								X				4	6 : 15 : 40	6 : 17 : 13
								X				1	6 : 18 : 2	6 : 18 : 37
									X			2	6 : 18 : 41	6 : 20 : 38
									X			1	6 : 19 : 40	6 : 20 : 42
									X			2	6 : 21 : 30	6 : 23 : 47
												6	6 : 24 : 2	6 : 25 : 40
										X		4	6 : 27 : 10	6 : 34 : 29
				X								1	6 : 31 : 27	6 : 32 : 22
						X						4	6 : 32 : 22	6 : 34 : 0
								X				1	6 : 35 : 0	6 : 36 : 25
						X						3	6 : 35 : 36	6 : 35 : 53
X												1	6 : 37 : 15	6 : 37 : 34
							X					4	6 : 38 : 25	6 : 39 : 52
						X						2	6 : 40 : 10	6 : 40 : 27
											Luggage	4	6 : 43 : 6	6 : 49 : 51
					X							1	6 : 46 : 27	6 : 47 : 7
X												4	6 : 47 : 43	6 : 48 : 20
												7	6 : 48 : 14	6 : 49 : 46
X				X								1	6 : 50 : 30	6 : 51 : 0
				X								1	6 : 52 : 50	6 : 53 : 44
			X									2	6 : 54 : 30	6 : 54 : 51
											Luggage	5	6 : 55 : 50	7 : 5 : 46
						X						3	6 : 59 : 17	6 : 59 : 31
X												1	7 : 0 : 30	7 : 0 : 42
									X			1	7 : 0 : 50	7 : 3 : 18
X												4	7 : 2 : 3	7 : 2 : 50
						X						3	7 : 2 : 50	7 : 4 : 0
X												8	7 : 4 : 26	7 : 5 : 27

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:

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

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:

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

[DRAFT]

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Brian Delas Armas

Terminal: 2

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)
			X									1	8 : 57 : 0	8 : 57 : 55
										X		1	8 : 59 : 24	8 : 59 : 51

[DRAFT]

Date: 8.8.14

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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: W/R

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)
						X						1	8 : 31 : 5	8 : 31 : 45
						X						1	8 : 36 : 39	8 : 36 : 59
						X						1	8 : 40 : 0	8 : 40 : 40
						X						1	8 : 42 : 28	8 : 42 : 55
						X						2	8 : 43 : 54	8 : 44 : 20
						X						1	8 : 52 : 47	8 : 53 : 3
						X						7	8 : 54 : 7	8 : 55 : 9
						X						1	8 : 55 : 59	8 : 56 : 22
						X						0	9 : 4 : 15	9 : 5 : 19
						X						2	9 : 15 : 36	9 : 16 : 2
						X						3	9 : 17 : 11	9 : 18 : 10
						X						3	9 : 27 : 33	9 : 28 : 28
X												3	9 : 53 : 52	9 : 53 : 58
			X									4	9 : 54 : 24	9 : 55 : 50
			X									1	9 : 54 : 24	9 : 56 : 21
									X			2	10 : 4 : 1	10 : 5 : 35
						X						1	10 : 5 : 59	10 : 9 : 10
						X						1	10 : 14 : 24	10 : 15 : 14
						X						5	10 : 19 : 46	10 : 21 : 0
	X											2	10 : 21 : 0	10 : 23 : 0
X												0	10 : 33 : 24	10 : 33 : 54
X												6	10 : 35 : 14	10 : 36 : 28
X												3	10 : 36 : 30	10 : 37 : 18
X												2	10 : 37 : 39	10 : 38 : 18
X												3	10 : 38 : 50	10 : 39 : 30
X												1	10 : 38 : 50	10 : 39 : 30
X												0	10 : 40 : 38	10 : 40 : 54
X												1	10 : 40 : 43	10 : 41 : 9
X												12	10 : 41 : 30	10 : 42 : 40
X												0	10 : 49 : 30	10 : 49 : 47
X												4	10 : 51 : 43	10 : 52 : 37
X												8	10 : 53 : 7	10 : 54 : 28
X												10	10 : 56 : 0	10 : 57 : 0
X												2	10 : 58 : 58	10 : 59 : 11

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Survey Form C2

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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: W/R

	Rent a Car	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)
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

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: 4

PM

Level: 1 Curb: W/R

	Rent a Car	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)
										X			2	8 : 30 : 14	8 : 30 : 58
										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 : 58
										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

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: 4

PM

Level: 1 Curb: W/R

Rent a Car	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)
									X			1	9 : 33 : 20	9 : 34 : 26
									X			1	9 : 34 : 5	9 : 35 : 18
									X			2	9 : 35 : 22	9 : 36 : 9
									X			4	9 : 36 : 28	9 : 38 : 39
									X			2	9 : 37 : 10	9 : 37 : 36
									X			2	9 : 37 : 42	9 : 38 : 50
			X									9	9 : 40 : 6	9 : 40 : 49
									X			2	9 : 41 : 17	9 : 41 : 36
									X			2	9 : 42 : 32	9 : 43 : 39
									X			2	9 : 45 : 20	9 : 48 : 6
									X			2	9 : 48 : 54	9 : 49 : 54
									X			1	9 : 49 : 37	9 : 50 : 11
									X			1	9 : 51 : 8	9 : 52 : 24
									X			1	9 : 51 : 26	9 : 53 : 10
									X			2	9 : 54 : 6	9 : 56 : 16
									X			1	9 : 59 : 23	10 : 0 : 26
									X			2	10 : 1 : 19	10 : 3 : 17
									X			1	10 : 4 : 36	10 : 5 : 18
									X			1	10 : 6 : 49	10 : 7 : 29
									X			0	10 : 8 : 36	10 : 12 : 46
									X			0	10 : 10 : 11	10 : 12 : 46
									X			1	10 : 20 : 32	10 : 20 : 53
									X			1	10 : 24 : 12	10 : 26 : 49
									X			1	10 : 27 : 46	10 : 28 : 52
X												4	10 : 30 : 43	10 : 32 : 19
								X				5	10 : 34 : 25	10 : 35 : 55
X												6	10 : 37 : 16	10 : 39 : 1
X												5	10 : 40 : 40	10 : 41 : 56
								X				4	10 : 44 : 17	10 : 47 : 11
								X				5	10 : 49 : 29	10 : 52 : 26
X												2	10 : 51 : 17	10 : 52 : 59
X												3	10 : 54 : 10	10 : 55 : 46
								X				2	10 : 55 : 19	10 : 57 : 14
X												7	10 : 58 : 12	10 : 59 : 42

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: 4

PM

Level: 1 Curb: W/R

Rent a Car	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)
									X			6	11 : 0 : 13	11 : 2 : 16
									X			3	11 : 3 : 12	11 : 4 : 39
									X			4	11 : 6 : 19	11 : 10 : 14
X												2	11 : 10 : 27	11 : 13 : 15
X												6	11 : 14 : 26	11 : 18 : 27
X												6	11 : 21 : 16	11 : 24 : 13
X												1	11 : 25 : 33	11 : 27 : 14
X												2	11 : 28 : 38	11 : 36 : 10

Date: 8.8.14

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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

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

Date: 8.8.14

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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

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

Date: 8.8.14

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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

	Rent a Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intercity Bus	Limousine	Fly Away	SuperShuttle	Tax Shuttle	Motel Shuttle	Taxicab	Private Vehicle	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
								X					4	10 : 37 : 44	10 : 38 : 25
	X												0	10 : 38 : 15	10 : 39 : 39
	X												2	10 : 43 : 11	10 : 44 : 14
	X												0	10 : 46 : 39	10 : 47 : 11
								X					1	10 : 48 : 29	10 : 48 : 56
								X					1	10 : 48 : 29	10 : 50 : 13
								X					0	10 : 50 : 31	10 : 50 : 36
	X												4	10 : 51 : 6	10 : 52 : 14
	X								X				5	10 : 52 : 31	10 : 54 : 16
									X				3	10 : 56 : 22	10 : 57 : 14
	X												2	11 : 0 : 20	11 : 0 : 34
	X												1	11 : 3 : 26	11 : 3 : 35
								X					0	11 : 4 : 7	11 : 4 : 14
								X					2	11 : 5 : 31	11 : 6 : 7
								X					1	11 : 6 : 35	11 : 6 : 51
	X												0	11 : 7 : 49	11 : 8 : 2
	X												3	11 : 8 : 36	11 : 9 : 26
								X					3	11 : 12 : 25	11 : 13 : 57
	X												1	11 : 17 : 24	11 : 18 : 11
									X				6	11 : 20 : 35	11 : 22 : 2
	X												0	11 : 24 : 15	11 : 24 : 27
	X												1	11 : 24 : 44	11 : 25 : 0
	X												12	11 : 26 : 25	11 : 28 : 33
								X					11	11 : 29 : 31	11 : 32 : 51

Date: 8.8.14

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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

	Rent a Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intercity Bus	Limousine	Fly Away	Super Shuttle	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)
							X						3	8 : 32 : 12	8 : 34 : 40
							X						2	8 : 41 : 40	8 : 44 : 3
							X						24	8 : 44 : 22	8 : 45 : 50
							X						14	8 : 46 : 34	8 : 48 : 38
							X						6	8 : 52 : 30	8 : 54 : 7
							X						2	8 : 52 : 45	8 : 53 : 16
							X						X	8 : 54 : 55	8 : 55 : 13
							X						3	8 : 58 : 13	8 : 58 : 30
							X						3	9 : 5 : 25	9 : 6 : 15
							X						2	9 : 5 : 39	9 : 6 : 27
							X						2	9 : 17 : 57	9 : 18 : 40
							X						1	9 : 20 : 48	9 : 21 : 50
							X						X	9 : 24 : 36	9 : 25 : 34
							X						1	9 : 24 : 45	9 : 25 : 23
							X						7	9 : 25 : 53	9 : 26 : 58
X													2	9 : 35 : 45	9 : 36 : 15
X													8	9 : 37 : 32	9 : 39 : 15
X													6	9 : 39 : 32	9 : 41 : 30
X													13	9 : 39 : 38	9 : 42 : 10
X													3	9 : 42 : 40	9 : 42 : 55
X													15	9 : 44 : 15	9 : 45 : 40
X													4	9 : 45 : 35	9 : 46 : 50
X													3	9 : 47 : 10	9 : 48 : 46
X													3	9 : 49 : 50	9 : 50 : 55
X													9	9 : 52 : 15	9 : 53 : 58
X													6	9 : 55 : 20	9 : 58 : 30
X													4	9 : 59 : 55	10 : 0 : 35
X													X	10 : 0 : 43	10 : 1 : 2
X													X	10 : 1 : 20	10 : 1 : 44
X													2	10 : 1 : 50	10 : 3 : 2
X													1	10 : 3 : 15	10 : 3 : 58
X													8	10 : 5 : 2	10 : 8 : 56
X													14	10 : 9 : 6	10 : 11 : 25
X													8	10 : 11 : 47	10 : 12 : 53

Date: 8.8.14

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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

	Rent a Car	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)
X													10	10 : 14 : 43	10 : 17 : 25
X													8	10 : 19 : 45	10 : 21 : 24
X													23	10 : 22 : 47	10 : 24 : 32
X													1	10 : 24 : 57	10 : 25 : 8
X													17	10 : 26 : 1	10 : 27 : 47
	X												2	10 : 31 : 38	10 : 36 : 55
					X								X	10 : 37 : 16	10 : 38 : 40
					X								6	10 : 46 : 45	10 : 47 : 50
	X												2	10 : 47 : 57	10 : 49 : 34
					X								9	10 : 48 : 27	10 : 51 : 45
	X												1	10 : 49 : 56	10 : 52 : 46
	X												7	10 : 53 : 3	10 : 55 : 15
					X								16	10 : 57 : 25	11 : 0 : 18
					X								X	11 : 22 : 28	11 : 27 : 53
					X								4	11 : 28 : 25	11 : 29 : 55
					X								6	11 : 28 : 33	11 : 30 : 5

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

AM

Level: 2

Curb:

	Rent a Car	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)
X													1	6 : 3 : 20	6 : 5 : 6
X								X					3	6 : 5 : 30	6 : 7 : 25
										X			1	6 : 7 : 18	6 : 8 : 31
										X			3	6 : 9 : 15	6 : 10 : 23
								X					8	6 : 10 : 37	6 : 11 : 22
X													2	6 : 12 : 40	6 : 13 : 17
										X			3	6 : 13 : 46	6 : 15 : 30
										X			2	6 : 15 : 35	6 : 17 : 55
X													9	6 : 18 : 36	6 : 19 : 46
X													1	6 : 19 : 55	6 : 20 : 23
										X			7	6 : 20 : 46	6 : 23 : 15
X													6	6 : 23 : 30	6 : 25 : 35
									X				2	6 : 25 : 43	6 : 26 : 22
										X			2	6 : 27 : 17	6 : 30 : 34
	X												5	6 : 31 : 9	6 : 34 : 0
										X			3	6 : 34 : 12	6 : 35 : 39
										X			1	6 : 36 : 3	6 : 37 : 19
						X							1	6 : 37 : 32	6 : 38 : 24
										X			2	6 : 38 : 52	6 : 41 : 2
										X			5	6 : 41 : 7	6 : 45 : 42
X													2	6 : 46 : 37	6 : 47 : 41
X													1	6 : 47 : 46	6 : 48 : 30
							X						3	6 : 49 : 13	6 : 50 : 7
										X			3	6 : 51 : 15	6 : 57 : 48
										X			1	6 : 54 : 0	6 : 55 : 50
X													2	6 : 56 : 46	6 : 57 : 18
X													1	6 : 58 : 17	6 : 58 : 51
X													2	6 : 59 : 0	6 : 59 : 43
										X			1	7 : 0 : 30	7 : 2 : 16
										X			1	7 : 2 : 27	7 : 3 : 40
						X							4	7 : 4 : 5	7 : 6 : 17
										X			1	7 : 6 : 30	7 : 7 : 48
										X			2	7 : 8 : 36	7 : 10 : 15
										X			2	7 : 10 : 8	7 : 13 : 45

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

AM

Level: 2

Curb:

Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
	2	7 : 14 : 10	7 : 17 : 27
	5	7 : 14 : 19	7 : 17 : 40
	3	7 : 17 : 50	7 : 21 : 30
	3	7 : 21 : 40	7 : 22 : 52
	1	7 : 23 : 17	7 : 24 : 55
	4	7 : 23 : 48	7 : 24 : 58
	2	7 : 26 : 38	7 : 28 : 30
	5	7 : 29 : 23	7 : 30 : 32
	1	7 : 30 : 45	7 : 34 : 5
	1	7 : 31 : 50	7 : 33 : 57
	3	7 : 34 : 51	7 : 37 : 49
	1	7 : 38 : 0	7 : 39 : 53
	3	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
	2	7 : 52 : 20	7 : 53 : 29
	1	7 : 54 : 53	7 : 56 : 30
	2	7 : 57 : 38	7 : 58 : 35
	2	7 : 58 : 40	8 : 1 : 40
	1	8 : 1 : 53	8 : 3 : 5
	4	8 : 3 : 39	8 : 5 : 30
	1	8 : 5 : 33	8 : 6 : 18
	6	8 : 6 : 25	8 : 7 : 58
	1	8 : 8 : 10	8 : 9 : 30
	1	8 : 9 : 40	8 : 11 : 40
	4	8 : 10 : 5	8 : 13 : 22
	1	8 : 13 : 45	8 : 14 : 20
	1	8 : 14 : 10	8 : 14 : 35
	4	8 : 15 : 4	8 : 16 : 33
	1	8 : 19 : 3	8 : 19 : 42
	4	8 : 19 : 53	8 : 22 : 5
	2	8 : 22 : 12	8 : 26 : 33
	1	8 : 27 : 52	8 : 31 : 45

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Javier Mateo

Terminal: 7

AM

Level: 2

Curb:

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

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: 7

AM

Level: 2

Curb: East

	Rent a Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intercity Bus	Limousine	Fly Away	Super Shuttle	Lux Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
										X			1	6 : 0 : 0	6 : 2 : 35
	X												4	6 : 3 : 35	6 : 3 : 50
										X			3	6 : 4 : 45	6 : 6 : 0
										X			1	6 : 6 : 10	6 : 6 : 55
								X					5	6 : 8 : 2	6 : 9 : 51
	X												1	6 : 10 : 21	6 : 11 : 7
	X												3	6 : 11 : 45	6 : 13 : 17
					X								6	6 : 13 : 31	6 : 14 : 35
X													2	6 : 15 : 6	6 : 16 : 13
									X				1	6 : 16 : 30	6 : 18 : 36
X													8	6 : 19 : 40	6 : 20 : 49
						X							1	6 : 21 : 10	6 : 21 : 40
									X				5	6 : 22 : 24	6 : 23 : 49
X													3	6 : 24 : 14	6 : 24 : 57
	X												13	6 : 29 : 16	6 : 31 : 58
				X									1	6 : 32 : 28	6 : 34 : 6
										X			2	6 : 35 : 19	6 : 36 : 40
	X												4	6 : 36 : 50	6 : 38 : 23
							X						2	6 : 39 : 14	6 : 40 : 7
					X								3	6 : 40 : 39	6 : 43 : 55
								X					4	6 : 44 : 15	6 : 44 : 51
				X									9	6 : 46 : 14	6 : 48 : 43
								X					5	6 : 49 : 13	6 : 50 : 6
						X							3	6 : 50 : 50	6 : 54 : 4
								X					7	6 : 54 : 31	6 : 55 : 20
	X												6	6 : 55 : 56	6 : 57 : 3
										X			1	6 : 57 : 16	6 : 58 : 53
X											X		1	6 : 59 : 44	7 : 0 : 11
								X					2	7 : 0 : 31	7 : 2 : 5
										X			1	7 : 2 : 21	7 : 3 : 0
									X				1	7 : 3 : 11	7 : 4 : 15
							X						4	7 : 4 : 43	7 : 5 : 45
	X												1	7 : 6 : 3	7 : 7 : 10
X													2	7 : 7 : 31	7 : 9 : 9

Date: 8.8.14

Survey Form C2

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: 7

AM

Level: 2

Curb: East

	Rent a Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity Bus	Limousine	Fly Away	SuperShuttle	Lex Shuttle	Hotel Shuttle	Taxicab	Private Vehicle	Notes ¹⁾	Passengers	Time Vehicle Stops at Curb (hr:min:sec)	Time Vehicle Departs Curb (hr:min:sec)
	X									X			6	7 : 9 : 25	7 : 10 : 12
						X							2	7 : 10 : 50	7 : 11 : 41
										X			2	7 : 11 : 55	7 : 12 : 40
									X				1	7 : 13 : 5	7 : 13 : 30
								X					8	7 : 13 : 45	7 : 15 : 45
						X							3	7 : 16 : 40	7 : 18 : 26
										X			1	7 : 19 : 6	7 : 20 : 2
					X								2	7 : 20 : 15	7 : 20 : 55
					X								2	7 : 21 : 40	7 : 23 : 58
							X						1	7 : 25 : 2	7 : 27 : 13
					X								3	7 : 27 : 30	7 : 28 : 33
X								X					1	7 : 29 : 0	7 : 29 : 31
					X								3	7 : 29 : 45	7 : 30 : 30
				X									2	7 : 30 : 45	7 : 31 : 15
										X			4	7 : 31 : 40	7 : 33 : 46
								X					4	7 : 34 : 2	7 : 34 : 51
			X							X			3	7 : 35 : 9	7 : 36 : 6
									X				2	7 : 36 : 50	7 : 37 : 29
						X							3	7 : 38 : 17	7 : 39 : 10
X								X					6	7 : 39 : 45	7 : 41 : 17
							X						8	7 : 41 : 45	7 : 42 : 24
								X					7	7 : 42 : 49	7 : 43 : 20
								X					3	7 : 43 : 25	7 : 44 : 4
									X				4	7 : 44 : 21	7 : 46 : 3
X													7	7 : 46 : 45	7 : 47 : 33
					X								2	7 : 48 : 0	7 : 50 : 13
						X							1	7 : 50 : 30	7 : 51 : 12
					X								3	7 : 51 : 55	7 : 53 : 52
				X								Fly away buses took a lot	1	7 : 54 : 24	8 : 0 : 13
	X												5	8 : 0 : 30	8 : 1 : 15
			X										2	8 : 2 : 15	8 : 6 : 50
X													5	8 : 7 : 10	8 : 8 : 45
	X												13	8 : 9 : 30	8 : 11 : 0
						X							1	8 : 11 : 10	8 : 13 : 32

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: 7

AM

Level: 2

Curb: East

Rental Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
									X			1	8 : 13 : 59	8 : 16 : 7
X								X				7	8 : 16 : 22	8 : 17 : 19
												6	8 : 17 : 51	8 : 19 : 30
						X						4	8 : 20 : 3	8 : 22 : 4
X												8	8 : 22 : 15	8 : 23 : 3
									X			5	8 : 23 : 20	8 : 24 : 30
						X						3	8 : 24 : 45	8 : 25 : 58
			X									1	8 : 26 : 0	8 : 28 : 45
				X								5	8 : 29 : 13	8 : 30 : 3
								X				1	8 : 30 : 14	8 : 32 : 17
X												3	8 : 32 : 36	8 : 33 : 43
							X					2	8 : 35 : 3	8 : 35 : 40
								X				2	8 : 36 : 11	8 : 37 : 1
							X					2	8 : 37 : 15	8 : 37 : 39
							X					2	8 : 37 : 45	8 : 38 : 0
X												1	8 : 38 : 8	8 : 38 : 39
X												7	8 : 39 : 5	8 : 40 : 2
								X				6	8 : 41 : 46	8 : 44 : 6
								X				2	8 : 44 : 54	8 : 45 : 47
						X						4	8 : 46 : 2	8 : 47 : 0
			X									23	8 : 47 : 17	8 : 49 : 40
X												6	8 : 50 : 3	8 : 51 : 33
												2	8 : 52 : 14	8 : 52 : 40
X										X		2	8 : 53 : 7	8 : 54 : 12
						X						3	8 : 54 : 49	8 : 55 : 33
												1	8 : 56 : 10	8 : 56 : 43
X												4	8 : 57 : 1	8 : 57 : 30
			X									2	8 : 58 : 5	8 : 58 : 45
X												4	8 : 59 : 5	9 : 1 : 1

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: TBIT

PM

Level: 1

Curb: Inner

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
									X			1	8 : 39 : 50	8 : 42 : 21
									X			2	8 : 43 : 20	8 : 44 : 30
									X			2	8 : 45 : 45	8 : 47 : 19
									X			1	8 : 48 : 31	9 : 6 : 30
									X			0	8 : 50 : 20	9 : 29 : 15
									X			2	8 : 55 : 48	8 : 57 : 49
									X			3	8 : 59 : 42	9 : 2 : 32
									X			2	9 : 3 : 13	9 : 5 : 4
									X			1	9 : 6 : 44	9 : 7 : 15
									X			1	9 : 9 : 49	9 : 11 : 23
									X			3	9 : 11 : 31	9 : 13 : 52
									X			1	9 : 15 : 27	9 : 15 : 53
									X			1	9 : 16 : 31	9 : 17 : 3
									X			3	9 : 17 : 46	9 : 26 : 40
									X			2	9 : 23 : 9	9 : 24 : 54
									X			1	9 : 24 : 21	9 : 26 : 3
									X			2	9 : 27 : 15	9 : 29 : 15
									U			2	9 : 30 : 45	9 : 32 : 59
									X			2	9 : 32 : 7	9 : 32 : 59
									X			5	9 : 35 : 51	9 : 37 : 40
									X			1	9 : 37 : 25	9 : 40 : 56
									X			0	9 : 38 : 32	9 : 45 : 16
									X			0	9 : 37 : 55	9 : 38 : 41
									X			0	9 : 40 : 37	9 : 44 : 45
									X			1	9 : 42 : 0	9 : 43 : 3
									X	Left Car Unattended		0	9 : 43 : 51	- : - : -
									X			3	9 : 45 : 17	9 : 47 : 59
									X			2	9 : 46 : 9	9 : 47 : 51
									X			3	9 : 48 : 16	9 : 49 : 25
									X			3	9 : 48 : 26	9 : 50 : 9
									X			0	9 : 50 : 43	9 : 50 : 59
									X			0	9 : 51 : 17	9 : 59 : 21
									X			3	9 : 52 : 37	9 : 59 : 36
									X			5	9 : 55 : 34	9 : 56 : 27

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: TBIT

PM

Level: 1

Curb: Inner

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
									X			3	9 : 58 : 17	10 : 5 : 43
									X			5	10 : 1 : 11	10 : 6 : 45
									-		No movement Grid Locked	-	- : - : -	- : - : -
									X			2	10 : 10 : 17	10 : 13 : 13
									X			1	10 : 10 : 30	10 : 11 : 47
									X			1	10 : 12 : 26	10 : 14 : 17
									X			1	10 : 13 : 35	10 : 14 : 30
									X			2	10 : 14 : 43	10 : 16 : 37
									X			1	10 : 15 : 9	10 : 16 : 7
									X			1	10 : 18 : 10	10 : 18 : 58
									X			1	10 : 18 : 45	10 : 19 : 30
									X			3	10 : 20 : 13	10 : 21 : 15
									X			3	10 : 20 : 56	10 : 22 : 33
									X			2	10 : 23 : 0	10 : 26 : 0
									X			3	10 : 23 : 28	10 : 24 : 30
									X			0	10 : 26 : 20	10 : 28 : 0
									X			2	10 : 26 : 40	10 : 27 : 40
									X			4	10 : 27 : 15	10 : 28 : 2
									X			4	10 : 28 : 17	10 : 29 : 7
								X				3	10 : 37 : 42	10 : 39 : 36
								X				5	10 : 40 : 12	10 : 41 : 51
								X				3	10 : 42 : 45	10 : 43 : 40
								X				9	10 : 44 : 15	10 : 48 : 40
								X				2	10 : 45 : 0	10 : 47 : 4
								X				0	10 : 48 : 33	10 : 48 : 50
								X				0	10 : 49 : 11	10 : 49 : 20
								X				2	10 : 50 : 43	10 : 51 : 5
								X				5	10 : 54 : 50	10 : 55 : 41
								X				3	10 : 59 : 26	10 : 59 : 45
								X				4	11 : 2 : 25	11 : 3 : 20
								X				1	11 : 5 : 55	11 : 6 : 10
								X				1	11 : 6 : 32	11 : 6 : 51
								X				1	11 : 9 : 45	11 : 10 : 0
								X				1	11 : 12 : 15	11 : 13 : 13

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Taylor Lashure

Terminal: TBIT

PM

Level: 1

Curb: Inner

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
									X			3	11 : 14 : 30	11 : 15 : 39
							X					2	11 : 17 : 25	11 : 17 : 51
							X					7	11 : 21 : 15	11 : 22 : 17
							X					4	11 : 21 : 30	11 : 23 : 50
							X					1	11 : 22 : 15	11 : 23 : 39
							X					5	11 : 25 : 3	11 : 27 : 25
							X					3	11 : 28 : 58	11 : 29 : 16
							X					3	11 : 29 : 52	11 : 31 : 0

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Andres Villanueva

Terminal: TBIT

PM

Level: 1

Curb:

Rental Shuttle	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
						X						6	8 : 37 : 0	8 : 37 : 40
						X						8	8 : 46 : 0	8 : 46 : 59
						X						0	8 : 49 : 0	8 : 49 : 27
						X						0	8 : 59 : 0	8 : 59 : 42
						X						2	9 : 8 : 0	9 : 8 : 36
						X						3	9 : 11 : 0	9 : 11 : 31
						X						0	9 : 12 : 0	9 : 12 : 12
						X						0	9 : 23 : 0	9 : 25 : 36
						X						0	9 : 24 : 0	9 : 24 : 23
						X						0	9 : 29 : 0	9 : 29 : 46
						X						0	9 : 33 : 0	9 : 35 : 9
X												0	9 : 34 : 0	9 : 34 : 17
X												0	9 : 38 : 0	9 : 38 : 15
X												0	9 : 42 : 0	9 : 42 : 37
X												27	9 : 45 : 0	9 : 47 : 7
X												39	9 : 46 : 0	9 : 50 : 13
X												1	9 : 53 : 0	9 : 53 : 19
X												2	9 : 54 : 0	9 : 54 : 32
X												4	9 : 57 : 0	9 : 57 : 31
X												0	10 : 2 : 0	10 : 3 : 12
X												0	10 : 4 : 0	10 : 4 : 21
X												6	10 : 8 : 0	10 : 9 : 57
X												3	10 : 20 : 0	10 : 20 : 45
X												7	10 : 24 : 0	10 : 24 : 58
X												8	10 : 27 : 0	10 : 28 : 57
				X								3	10 : 35 : 0	10 : 35 : 44
				X								6	10 : 47 : 0	10 : 47 : 52
				X								4	10 : 59 : 0	10 : 59 : 57

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: TBIT

AM

Level: 2

Curb:

Rental A Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
									X			2	6 : 2 : 19	6 : 4 : 21
									X			3	6 : 6 : 34	6 : 9 : 27
									X			1	6 : 9 : 48	6 : 9 : 59
									X			3	6 : 14 : 11	6 : 17 : 31
			X									1	6 : 17 : 32	6 : 17 : 54
									X			1	6 : 18 : 16	6 : 18 : 33
									U			1	6 : 19 : 4	6 : 19 : 44
									X			3	6 : 19 : 40	6 : 19 : 56
						X						3	6 : 20 : 11	6 : 20 : 29
						X						1	6 : 20 : 31	6 : 21 : 24
									X			2	6 : 21 : 40	6 : 21 : 56
			X									2	6 : 25 : 18	6 : 26 : 47
				X								3	6 : 26 : 32	6 : 27 : 33
							X					1	6 : 27 : 15	6 : 28 : 39
								X				1	6 : 31 : 42	6 : 31 : 57
									X			1	6 : 32 : 16	6 : 33 : 21
X												6	6 : 34 : 33	6 : 34 : 49
						X						4	6 : 35 : 11	6 : 35 : 37
								X				3	6 : 37 : 8	6 : 39 : 22
										Unmarked Van		6	6 : 40 : 14	6 : 40 : 29
X										Korean Shuttle		2	6 : 43 : 31	6 : 44 : 45
												1	6 : 44 : 33	6 : 45 : 15
				X								2	6 : 45 : 21	6 : 46 : 8
						X						2	6 : 47 : 38	6 : 47 : 56
								X				2	6 : 47 : 45	6 : 48 : 27
						X						3	6 : 48 : 31	6 : 49 : 22
				X								2	6 : 49 : 15	6 : 50 : 21
										Unmarked Van		4	6 : 50 : 35	6 : 51 : 41
						X						1	6 : 52 : 14	6 : 53 : 34
							X					1	6 : 53 : 6	6 : 54 : 26
								U				4	6 : 54 : 48	6 : 55 : 20
							X					1	6 : 55 : 33	6 : 56 : 55
X												2	7 : 0 : 17	7 : 0 : 32
								X				4	7 : 2 : 29	7 : 2 : 45

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: TBIT

AM

Level: 2

Curb:

Rent A Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity Bus	Limousine	Fly Away	Super Shuttle	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)
						X						1	7 : 2 : 37	7 : 2 : 47
									X			4	7 : 3 : 19	7 : 5 : 42
						X						2	7 : 5 : 32	7 : 5 : 56
X												1	7 : 6 : 8	7 : 6 : 32
X												2	7 : 7 : 18	7 : 8 : 27
									X			3	7 : 8 : 9	7 : 9 : 22
									X			4	7 : 9 : 37	7 : 10 : 19
									X			5	7 : 10 : 21	7 : 10 : 33
						X						1	7 : 10 : 47	7 : 11 : 18
									X			6	7 : 13 : 28	7 : 14 : 45
							X					3	7 : 15 : 17	7 : 15 : 36
				X								2	7 : 15 : 41	7 : 16 : 19
					X							1	7 : 16 : 37	7 : 17 : 20
X												2	7 : 17 : 33	7 : 17 : 44
X												3	7 : 18 : 12	7 : 19 : 27
										Unmarked Van		2	7 : 20 : 14	7 : 22 : 44
X												4	7 : 23 : 17	7 : 23 : 45
				X								1	7 : 23 : 36	7 : 24 : 19
X												4	7 : 24 : 26	7 : 25 : 11
									X			3	7 : 25 : 40	7 : 26 : 55
X												1	7 : 26 : 17	7 : 26 : 43
X												2	7 : 27 : 12	7 : 27 : 44
						X						2	7 : 28 : 31	7 : 28 : 36
									X			4	7 : 29 : 10	7 : 29 : 49
X												2	7 : 29 : 13	7 : 30 : 36
						X						10	7 : 30 : 21	7 : 32 : 58
												12	7 : 33 : 10	7 : 35 : 37
						X						11	7 : 35 : 44	7 : 36 : 27
X												4	7 : 36 : 40	7 : 36 : 59
							X					1	7 : 36 : 56	7 : 37 : 27
				X								2	7 : 37 : 16	7 : 37 : 27
					X							1	7 : 37 : 43	7 : 38 : 15
										Prime Time		2	7 : 38 : 27	7 : 38 : 54
									X			1	7 : 39 : 11	7 : 40 : 21

Date: 8.8.14

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: TBIT

AM

Level: 2

Curb:

Rent A Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity Bus	Limousine	Fly Away	Super Shuttle	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)
X												4	7 : 41 : 17	7 : 41 : 23
											Unmarked Van	4	7 : 43 : 8	7 : 44 : 17
			X									4	7 : 44 : 35	7 : 44 : 53
							X					1	7 : 45 : 12	7 : 45 : 27
				X								6	7 : 45 : 41	7 : 46 : 9
								X				3	7 : 46 : 16	7 : 47 : 24
									X			3	7 : 47 : 39	7 : 48 : 10
				X								1	7 : 48 : 25	7 : 48 : 49
				X								2	7 : 49 : 19	7 : 50 : 21
								X				4	7 : 50 : 39	7 : 51 : 40
						X						1	7 : 51 : 21	7 : 52 : 24
									X			1	7 : 52 : 46	7 : 53 : 18
									X			2	7 : 53 : 46	7 : 54 : 29
									X			3	7 : 55 : 11	7 : 56 : 24
										Mobility Assisted		1	7 : 56 : 5	7 : 59 : 20
										Prime Time		1	7 : 57 : 19	8 : 0 : 36
									U			4	7 : 57 : 41	8 : 0 : 19
							X					2	8 : 0 : 27	8 : 0 : 40
								X				3	8 : 1 : 21	8 : 1 : 54
		X										1	8 : 2 : 8	8 : 2 : 24
									X			1	8 : 2 : 36	8 : 3 : 27
								X				1	8 : 3 : 17	8 : 3 : 29
					X							4	8 : 4 : 27	8 : 4 : 51
				X								3	8 : 6 : 19	8 : 7 : 16
							X					4	8 : 8 : 33	8 : 9 : 6
								X				1	8 : 10 : 39	8 : 10 : 56
									X			1	8 : 11 : 1	8 : 11 : 39
							X					2	8 : 11 : 27	8 : 11 : 52
								X				2	8 : 12 : 21	8 : 12 : 34
					X							4	8 : 14 : 46	8 : 15 : 39
										Airport Center Express		1	8 : 15 : 46	8 : 16 : 22
										Unmarked Van		16	8 : 17 : 51	8 : 20 : 45
									X			2	8 : 19 : 21	8 : 20 : 32
					X							2	8 : 20 : 17	8 : 20 : 52

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VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Jim Regas

Terminal: TBIT

AM

Level: 2

Curb:

Rent-A-Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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	8 : 21 : 5	8 : 22 : 11
												7	8 : 22 : 16	8 : 22 : 48
												2	8 : 23 : 6	8 : 23 : 27
												1	8 : 24 : 24	8 : 25 : 46
												3	8 : 25 : 18	8 : 26 : 4
											Wally Park	1	8 : 26 : 2	8 : 26 : 16
												2	8 : 27 : 11	8 : 27 : 46
												6	8 : 28 : 16	8 : 29 : 56
												2	8 : 30 : 39	8 : 31 : 9
												4	8 : 31 : 16	8 : 31 : 45
												36	8 : 32 : 12	8 : 36 : 59
												2	8 : 36 : 10	8 : 36 : 38
											Prime Time	2	8 : 37 : 5	8 : 37 : 21
												2	8 : 37 : 17	8 : 37 : 44
												2	8 : 39 : 6	8 : 40 : 27
												3	8 : 40 : 36	8 : 41 : 15
												2	8 : 41 : 7	8 : 41 : 36
												1	8 : 42 : 15	8 : 42 : 27
												2	8 : 43 : 9	8 : 43 : 27
												2	8 : 44 : 38	8 : 45 : 12
												2	8 : 45 : 48	8 : 47 : 9
												1	8 : 47 : 20	8 : 48 : 8
												1	8 : 48 : 16	8 : 49 : 20
												1	8 : 49 : 6	8 : 49 : 15
												1	8 : 51 : 37	8 : 51 : 59
												3	8 : 52 : 20	8 : 53 : 5
												6	8 : 54 : 27	8 : 55 : 40
											Unmarked Van	1	8 : 55 : 56	8 : 56 : 39
												1	8 : 56 : 51	8 : 57 : 24
												2	8 : 57 : 48	8 : 58 : 24
												2	8 : 58 : 33	8 : 59 : 11
												1	8 : 59 : 27	8 : 59 : 44

Date: 8.8.14

Survey Form C2

Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Andres Villaneuva

Terminal: TBIT

AM

Level: 2

Curb:

Rent-A-Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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 : 0	6 : 3 : 58
												1	6 : 4 : 0	6 : 4 : 51
												5	6 : 5 : 10	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 : 13
												1	6 : 14 : 0	6 : 14 : 20
												1	6 : 15 : 8	6 : 15 : 16
												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 : 10	6 : 32 : 56
												1	6 : 35 : 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 : 45 : 58
												1	6 : 45 : 0	6 : 45 : 19
												4	6 : 46 : 0	6 : 47 : 30
												1	6 : 49 : 0	6 : 51 : 9
												1	6 : 51 : 0	6 : 54 : 3
												1	6 : 54 : 10	6 : 55 : 59
												1	6 : 57 : 0	6 : 59 : 20
												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 : 42
												2	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

Date: 8.8.14

Survey Form C2

Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Andres Villaneuva

Terminal: TBIT

AM

Level: 2

Curb:

Renta A Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
				X								2	7 : 14 : 30	7 : 15 : 40
									X			1	7 : 16 : 0	7 : 17 : 31
									X			1	7 : 17 : 50	7 : 18 : 47
									X			1	7 : 19 : 0	7 : 19 : 32
									X			1	7 : 21 : 0	7 : 22 : 3
								X				1	7 : 22 : 0	7 : 23 : 7
				X								2	7 : 23 : 25	7 : 25 : 16
									X			1	7 : 26 : 0	7 : 27 : 11
									X			2	7 : 28 : 0	7 : 30 : 4
									X			1	7 : 31 : 0	7 : 31 : 58
									X			1	7 : 34 : 0	7 : 36 : 0
									X			2	7 : 36 : 10	7 : 37 : 10
									X			1	7 : 37 : 20	7 : 38 : 10
				X								1	7 : 40 : 0	7 : 40 : 19
									X			2	7 : 41 : 0	7 : 44 : 57
									X			7	7 : 45 : 20	7 : 48 : 22
						X						3	7 : 49 : 22	7 : 50 : 12
				X								1	7 : 50 : 10	7 : 54 : 10
									X			3	7 : 55 : 0	7 : 58 : 4
									X			1	7 : 59 : 0	8 : 1 : 17
									X			1	8 : 5 : 0	8 : 7 : 20
									X			1	8 : 7 : 10	8 : 9 : 10
									X			2	8 : 10 : 0	8 : 11 : 39
									X			1	8 : 12 : 0	8 : 12 : 48
												6	8 : 13 : 0	8 : 13 : 17
				X								2	8 : 17 : 25	8 : 17 : 50
				X								2	8 : 18 : 0	8 : 18 : 40
				X								4	8 : 20 : 0	8 : 21 : 1
							X					2	8 : 21 : 20	8 : 22 : 12
						X						2	8 : 23 : 0	8 : 25 : 5
				X								2	8 : 27 : 0	8 : 29 : 11
								X				3	8 : 31 : 0	8 : 34 : 5
				X								2	8 : 35 : 0	8 : 37 : 23
				X								1	8 : 37 : 30	8 : 38 : 2

Date: 8.8.14

Survey Form C2

Page: 1

VEHICLE DWELL TIME AND OCCUPANCY SURVEY

Los Angeles International Airport

Surveyor Name: Andres Villaneuva

Terminal: TBIT

AM

Level: 2

Curb:

Renta A Car	Private Parking Shuttles	Public Transportation Bus	Charter / Intensity 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)
									X			1	8 : 39 : 0	8 : 39 : 57
									X			1	8 : 41 : 0	8 : 45 : 15
			X									2	8 : 44 : 0	8 : 45 : 21
						X						2	8 : 46 : 11	8 : 48 : 11
								X				3	8 : 48 : 55	8 : 49 : 30
						X						4	8 : 49 : 42	8 : 54 : 22
			X									1	8 : 54 : 30	8 : 55 : 14
			X									1	8 : 55 : 25	8 : 57 : 15
									X			1	8 : 59 : 11	9 : 0 : 31

LAX Travel Times



	A	B	C	D	E	F	G	H	I	J
1	Node	Length	Node Names	Travel	# of	Avg	Total	Time <=	Time <=	Time <=
2	#			Time	Stops	Speed	Delay	0 MPH	35 MPH	55 MPH
3	1	0	Century Blvd							
4	2	901	LAX Entrance	19.4	0.0	31.6	3.5	0.0	12.2	19.4
5	3	8457	LAX Exit	998.2	20.8	5.8	853.8	263.9	984.1	998.2
6	4	2203	Avion Dr	48.1	0.1	31.2	10.6	0.4	31.7	47.6
7	Total	11561		1065.7	20.9	7.4	867.9	264.2	1028.0	1065.3

NDS
14-5504 Arrival
 WB PM

[DRAFT]

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

<u>Report Name</u>	<u>Page</u>
Study Summary	2
Overall Output Statistics	3
Detailed Statistics By Run - Travel Times	4
Detailed Statistics By Run - Stops	6
Detailed Statistics By Run - Average Speed	8
Detailed Statistics By Run - Total Delay	10
Detailed Statistics By Run - Time <= 0 MPH	12
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Speed/Distance Profiles of All Runs	18
Time/Space Trajectories of All Runs	19
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-001	20
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-002	21
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-003	22
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-004	23
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-005	24
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-006	25
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-007	26
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-008	27
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-009	28
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Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-011	30
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-012	31
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-013	32
Speed Profile (Distance vs Spd) for 14-5504 Arrivals-WB-014	33
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-001	34
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-002	35
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-003	36
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-004	37
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-005	38
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-006	39
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-007	40
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-008	41
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-009	42
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-010	43
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-011	44
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-012	45
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-013	46
Speed Profile (Time vs Spd) for 14-5504 Arrivals-WB-014	47

NDS
14-5504 Arrival
 WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
 Study Date : 8/8/2014
 Page No. : 2

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	11534	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:

Node Info

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

Length of Study Route = 11,561 feet

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 3**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							
2	901	LAX Entrance	19.4	0.0	31.6	3.5	0.0	12.2	19.4
3	8457	LAX Exit	998.2	20.8	5.8	853.8	263.9	984.1	998.2
4	2203	Avion Dr	48.1	0.1	31.2	10.6	0.4	31.7	47.6
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.**NDS**
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 4**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								
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	52	63	43	44	52	41
Totals	11561		1,097	994	1,012	1,111	728	1,203	1,079	866

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 5**Detailed Statistics By Run****Travel Time (sec) by Section**14-5504 Arrivals-WB-009
14-5504 Arrivals-WB-010
14-5504 Arrivals-WB-011
14-5504 Arrivals-WB-012
14-5504 Arrivals-WB-013
14-5504 Arrivals-WB-014

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	46	42	45	45	40	59
Totals	11561		846	1,341	1,105	950	1,357	1,231

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 6**Detailed Statistics By Run****Number of Stops by Section**14-5504 Arrivals-WB-001
14-5504 Arrivals-WB-002
14-5504 Arrivals-WB-003
14-5504 Arrivals-WB-004
14-5504 Arrivals-WB-005
14-5504 Arrivals-WB-006
14-5504 Arrivals-WB-007
14-5504 Arrivals-WB-

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	0	0	0	0	0	0	0	0
3	8457	LAX Exit	19	19	21	24	14	20	17	17
4	2203	Avion Dr	0	0	0	1	0	0	0	0
Totals	11561		19	19	21	25	14	20	17	17

Stops based on a Stop Speed of 5 MPH.

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 7**Detailed Statistics By Run****Number of Stops by Section**14-5504 Arrivals-WB-009
14-5504 Arrivals-WB-010
14-5504 Arrivals-WB-011
14-5504 Arrivals-WB-012
14-5504 Arrivals-WB-013
14-5504 Arrivals-WB-014

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	10	30	30	19	25	26
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.

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 8**Detailed Statistics By Run****Average Speed (MPH) by Section**14-5504 Arrivals-WB-001
14-5504 Arrivals-WB-002
14-5504 Arrivals-WB-003
14-5504 Arrivals-WB-004
14-5504 Arrivals-WB-005
14-5504 Arrivals-WB-006
14-5504 Arrivals-WB-007
14-5504 Arrivals-WB-

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	33.8	31.2	34.4	31.7	36.8	30.4	30.9	33.4
3	8457	LAX Exit	5.6	6.3	6.1	5.6	8.7	5.1	5.7	7.2
4	2203	Avion Dr	31.7	27.8	27.3	22.9	34.9	34.7	28.7	36.1
Totals	11561		7.2	7.9	7.7	7.0	10.9	6.6	7.3	9.1

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 9**Detailed Statistics By Run****Average Speed (MPH) by Section**14-5504 Arrivals-WB-009
14-5504 Arrivals-WB-010
14-5504 Arrivals-WB-011
14-5504 Arrivals-WB-012
14-5504 Arrivals-WB-013
14-5504 Arrivals-WB-014

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

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 10**Detailed Statistics By Run****Total Delay (sec) by Section**14-5504 Arrivals-WB-001
14-5504 Arrivals-WB-002
14-5504 Arrivals-WB-003
14-5504 Arrivals-WB-004
14-5504 Arrivals-WB-005
14-5504 Arrivals-WB-006
14-5504 Arrivals-WB-007
14-5504 Arrivals-WB-

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	3	4	3	4	1	5	5	3
3	8457	LAX Exit	886	776	797	883	524	994	862	661
4	2203	Avion Dr	9	16	16	27	5	6	14	3
Totals	11561		898	796	816	914	530	1,005	881	667

Total Delay based on a Normal Speed of 40 MPH.

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 11**Detailed Statistics By Run****Total Delay (sec) by Section**

14-5504 Arrivals-WB-009
14-5504 Arrivals-WB-010
14-5504 Arrivals-WB-011
14-5504 Arrivals-WB-012
14-5504 Arrivals-WB-013
14-5504 Arrivals-WB-014

Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14
1	0	Century Blvd						
2	901	LAX Entrance	5	5	3	4	2	2
3	8457	LAX Exit	635	1,134	897	740	1,154	1,010
4	2203	Avion Dr	8	4	9	7	4	21
Totals	11561		648	1,143	909	751	1,160	1,033

Total Delay based on a Normal Speed of 40 MPH.

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 12**Detailed Statistics By Run****Time <= 0 MPH by Section**

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

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	0	0	0	0	0	0	0	0
3	8457	LAX Exit	270	127	190	221	94	308	289	134
4	2203	Avion Dr	0	0	0	5	0	0	0	0
Totals	11561		270	127	190	226	94	308	289	134

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 13**Detailed Statistics By Run****Time <= 0 MPH by Section**14-5504 Arrivals-WB-009
14-5504 Arrivals-WB-010
14-5504 Arrivals-WB-011
14-5504 Arrivals-WB-012
14-5504 Arrivals-WB-013
14-5504 Arrivals-WB-014

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

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 14**Detailed Statistics By Run****Time <= 35 MPH by Section**14-5504 Arrivals-WB-001
14-5504 Arrivals-WB-002
14-5504 Arrivals-WB-003
14-5504 Arrivals-WB-004
14-5504 Arrivals-WB-005
14-5504 Arrivals-WB-006
14-5504 Arrivals-WB-007
14-5504 Arrivals-WB-

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

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 15**Detailed Statistics By Run****Time <= 35 MPH by Section**

14-5504 Arrivals-WB-009
14-5504 Arrivals-WB-010
14-5504 Arrivals-WB-011
14-5504 Arrivals-WB-012
14-5504 Arrivals-WB-013
14-5504 Arrivals-WB-014

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

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 16**Detailed Statistics By Run****Time <= 55 MPH by Section**

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

NDS
14-5504 Arrival
 WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
 Study Date : 8/8/2014
 Page No. : 17

Detailed Statistics By Run

Time <= 55 MPH by Section

14-5504 Arrivals-WB-009
 14-5504 Arrivals-WB-010
 14-5504 Arrivals-WB-011
 14-5504 Arrivals-WB-012
 14-5504 Arrivals-WB-013
 14-5504 Arrivals-WB-014

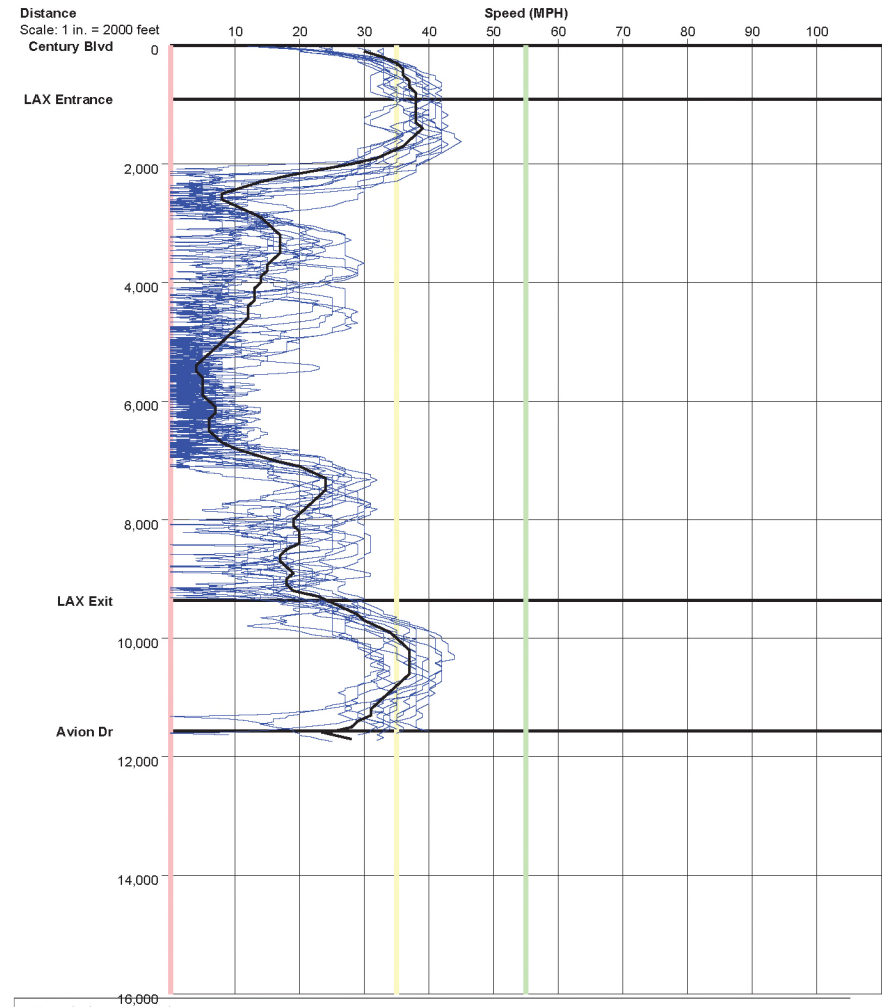
Node #	Length	Node Name	Run #9	Run #10	Run #11	Run #12	Run #13	Run #14
1	0	Century Blvd						
2	901	LAX Entrance	21	21	19	20	18	18
3	8457	LAX Exit	779	1,278	1,041	885	1,299	1,154
4	2203	Avion Dr	45	42	44	45	39	59
Totals	11561		845	1,341	1,104	950	1,356	1,231

NDS
14-5504 Arrival
 WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
 Study Date : 8/8/2014
 Page No. : 18

Speed/Distance Profiles of All Runs

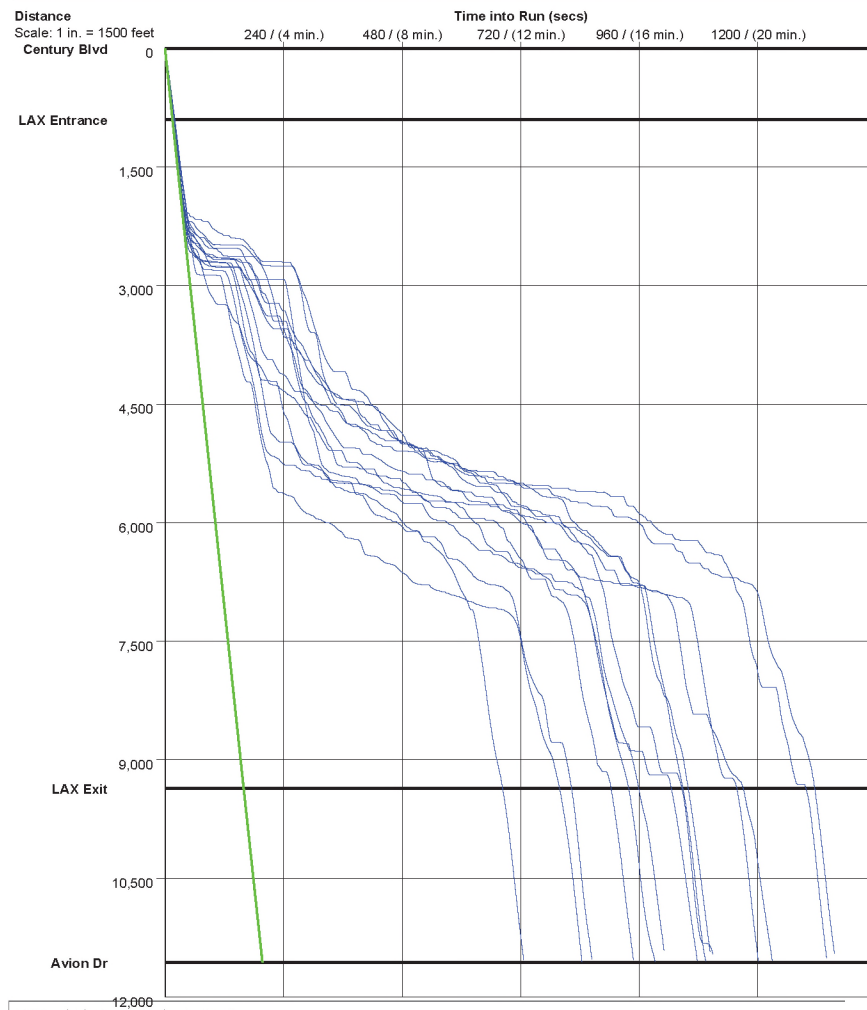


NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 19

Time/Space Trajectories of All Runs



LAX Landside Access Modernization Program
Draft EIR

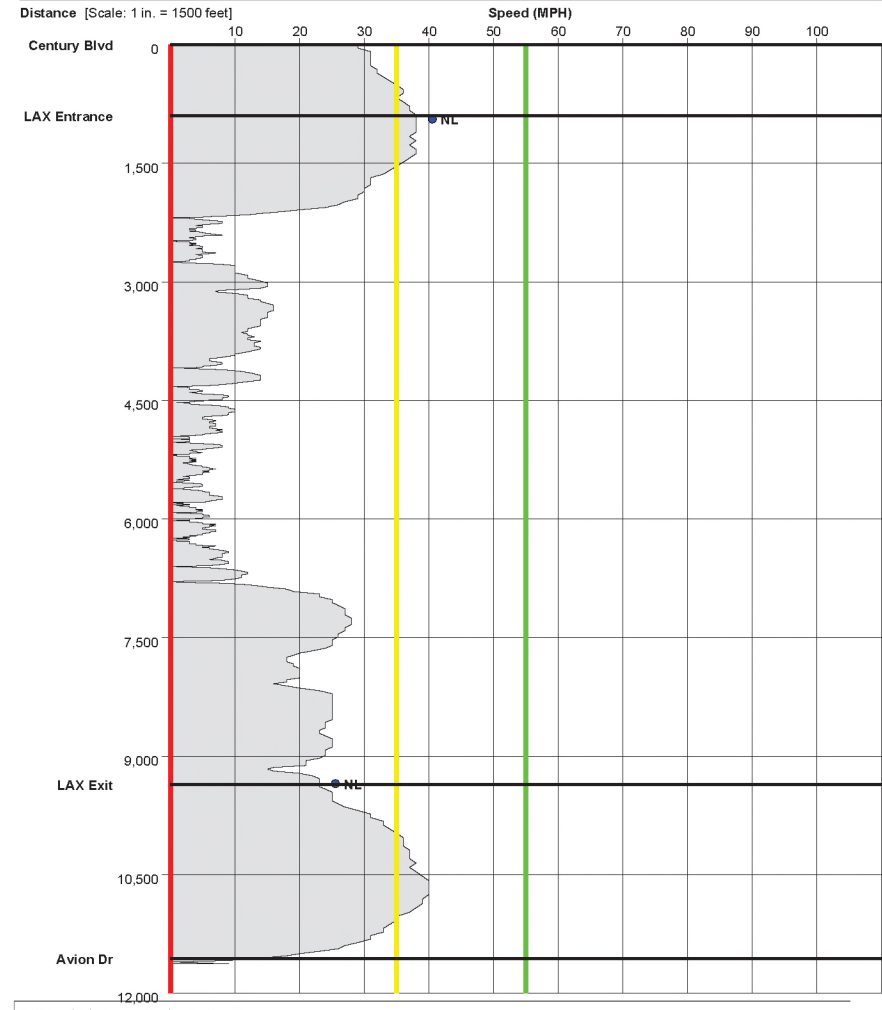
NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 20

Speed Profile

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



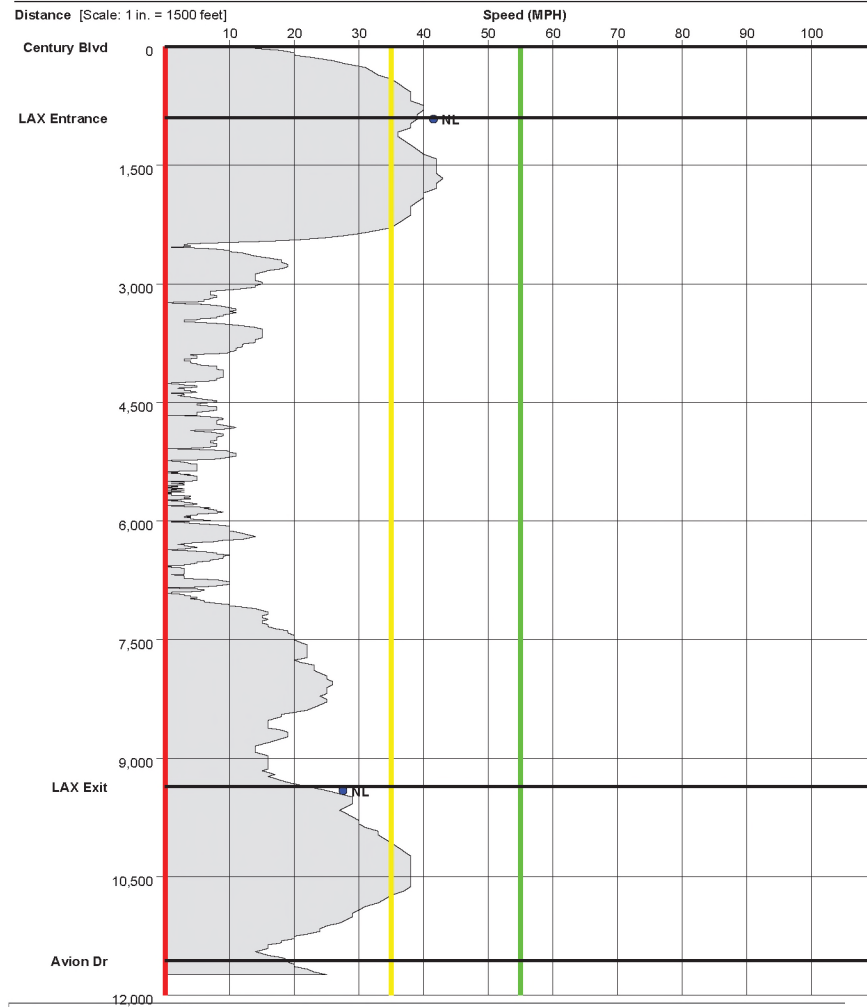
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 21**Speed Profile**

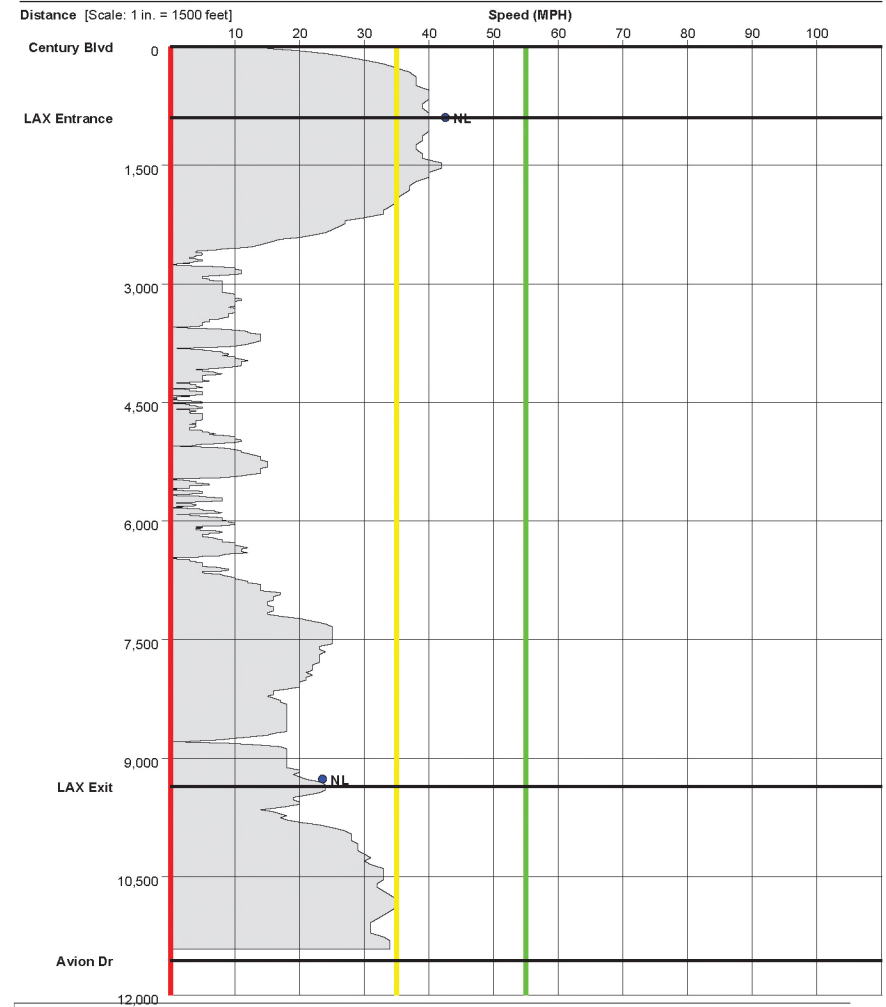
Run : 14-5504 Arrivals-WB-002 Start Time: 21:01 (This is a Before Run)

**NDS**
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 22**Speed Profile**

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

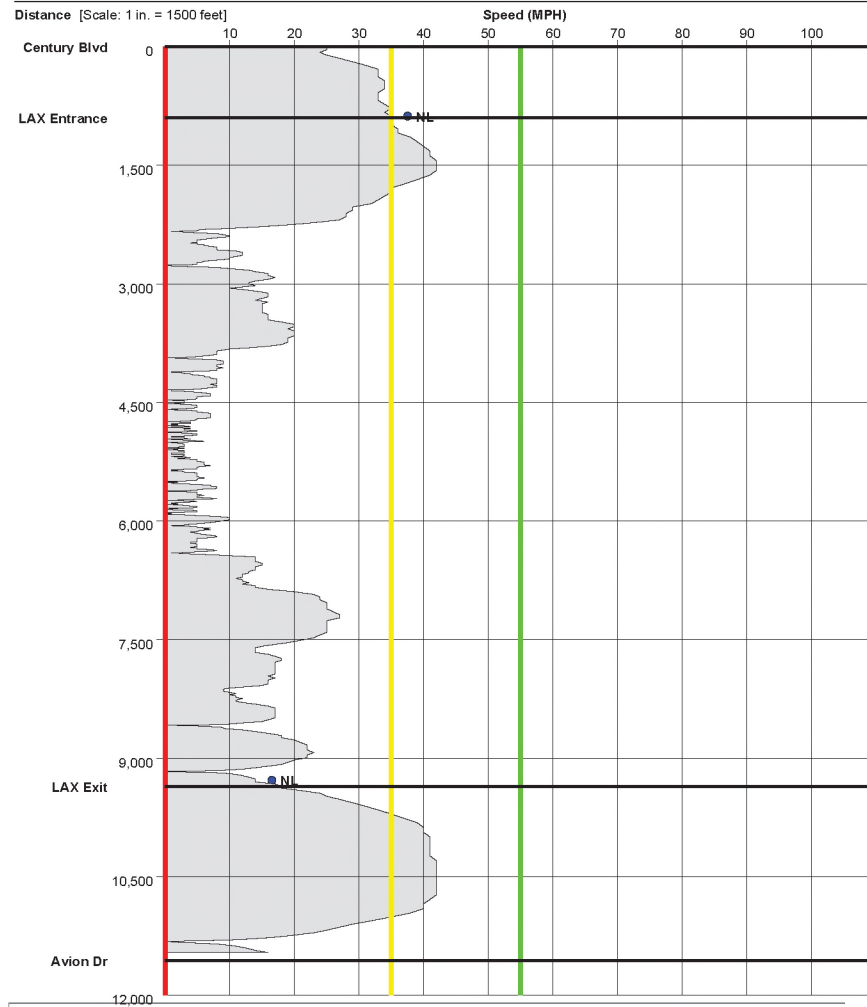


NDS
14-5504 Arrival
WB PM

[DRAFT]

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

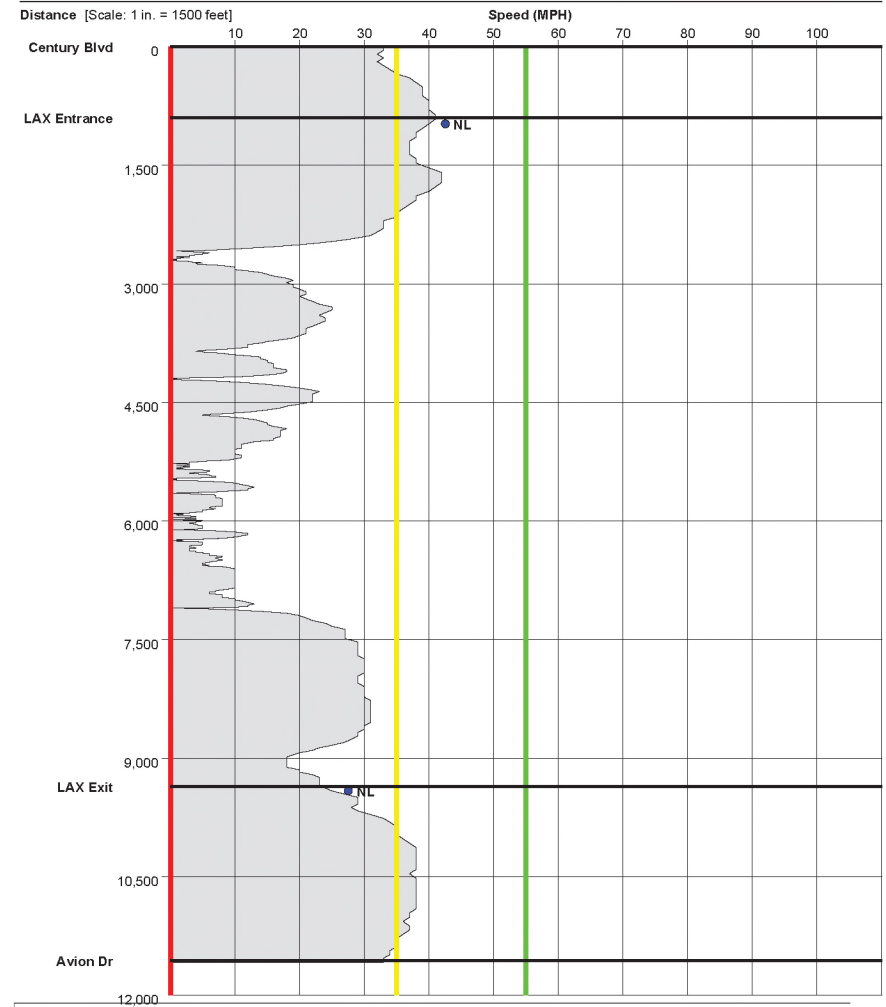
Run : 14-5504 Arrivals-WB-004 Start Time: 21:37 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

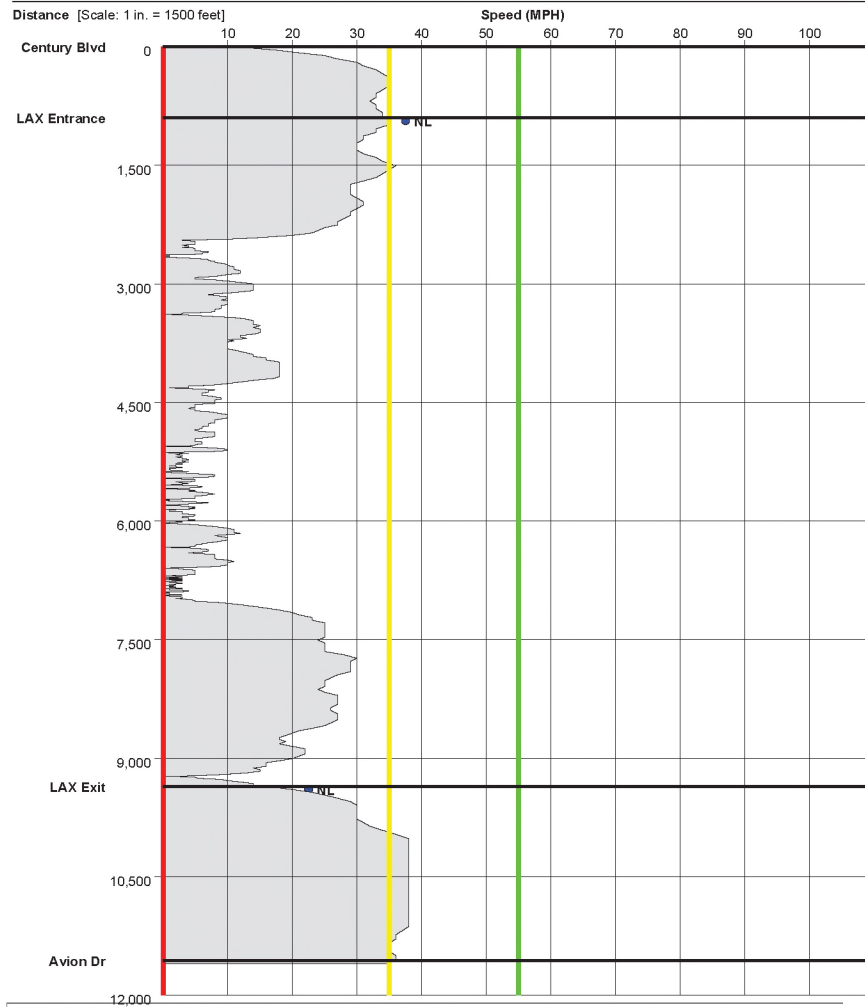
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Arrival
WB PM

[DRAFT]

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

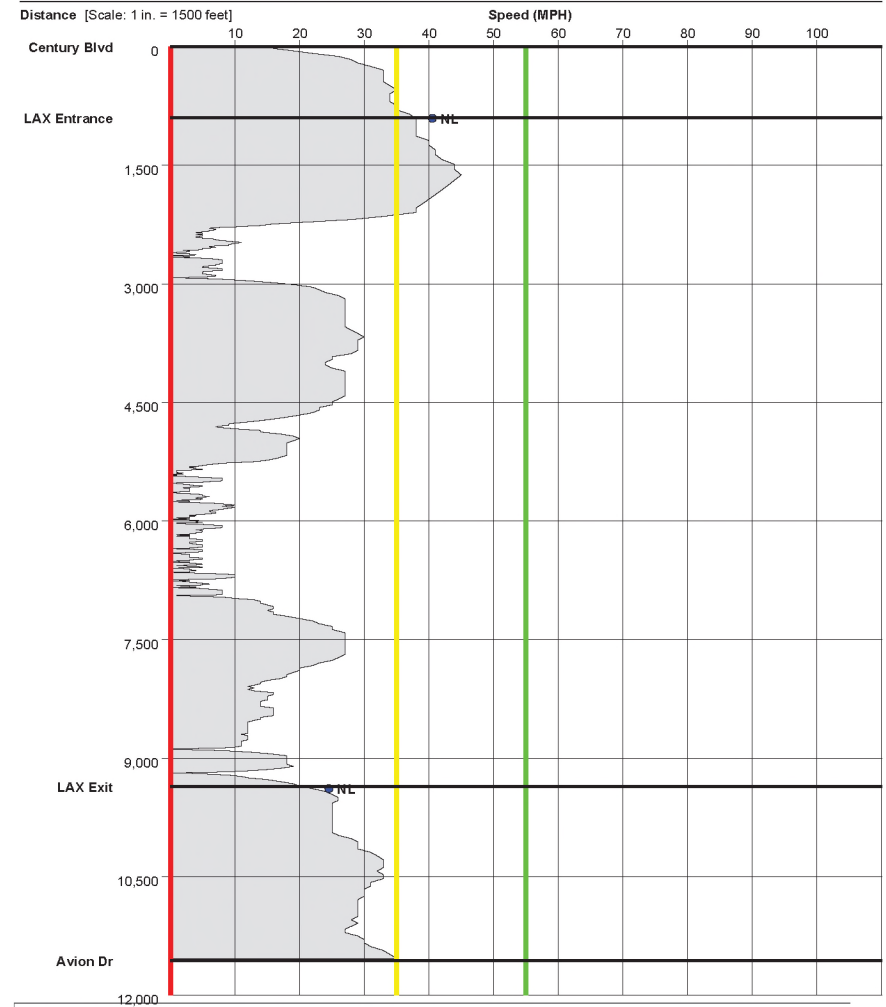
Run : 14-5504 Arrivals-WB-006 Start Time: 22:17 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

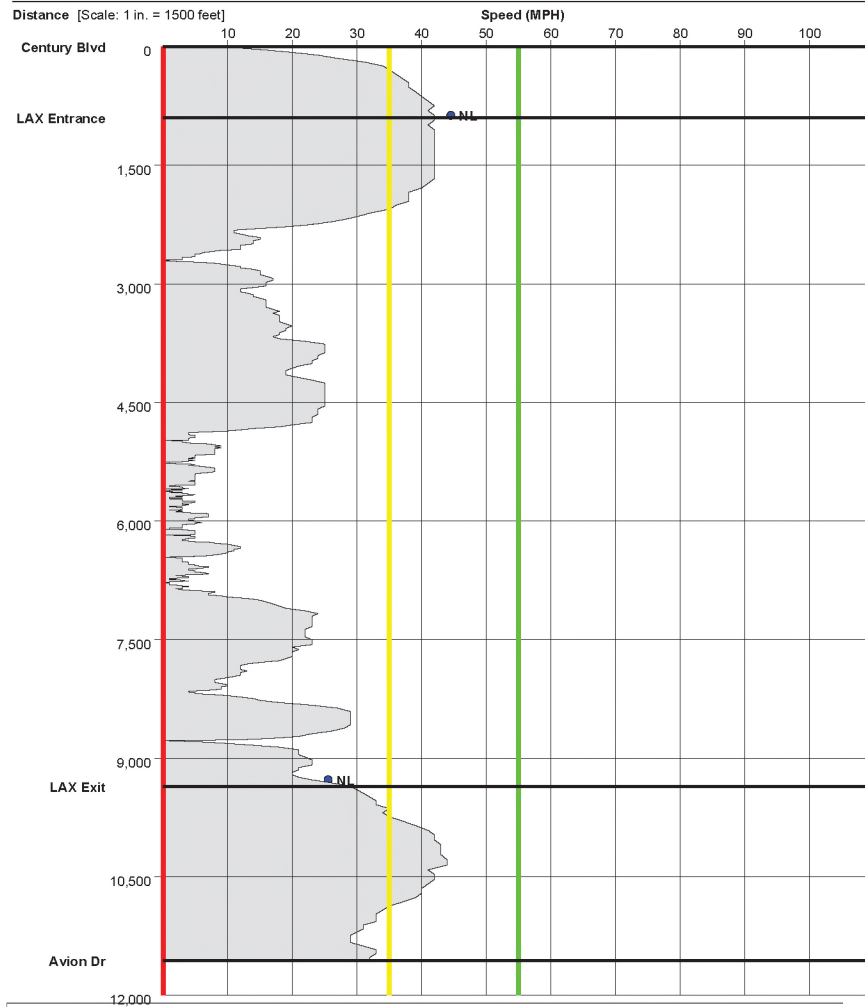
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Arrival
WB PM

[DRAFT]

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

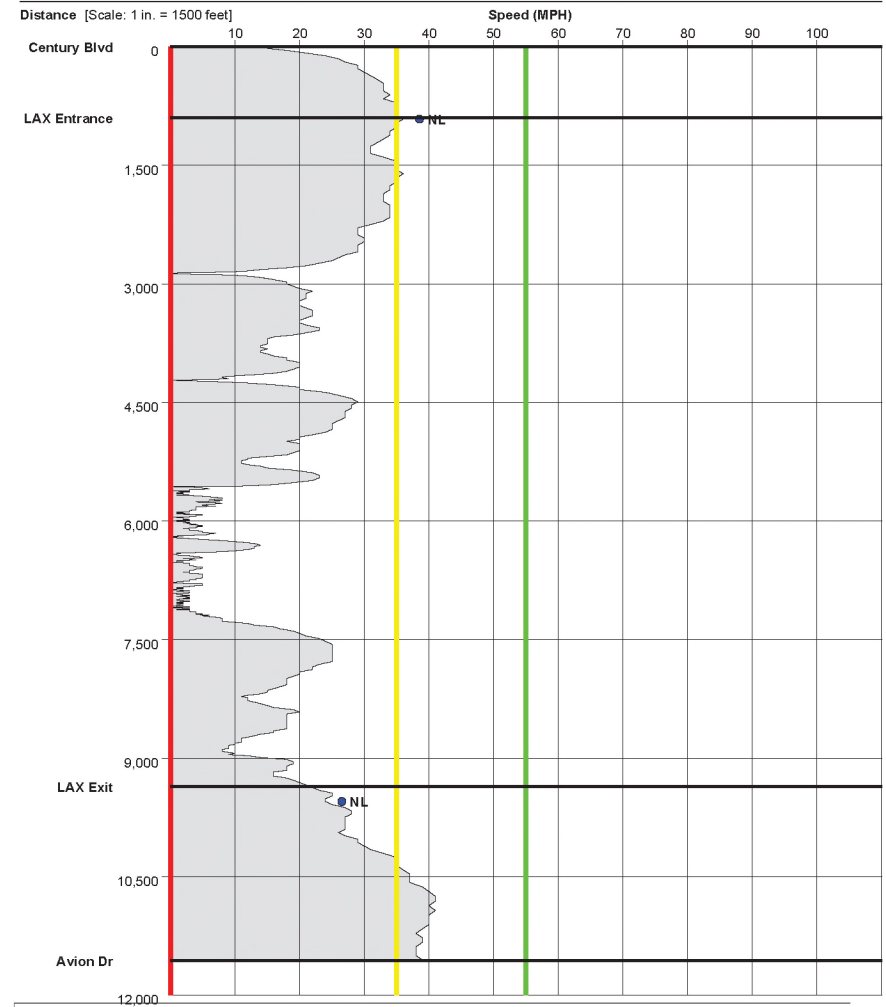
Run : 14-5504 Arrivals-WB-008 Start Time: 23:00 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

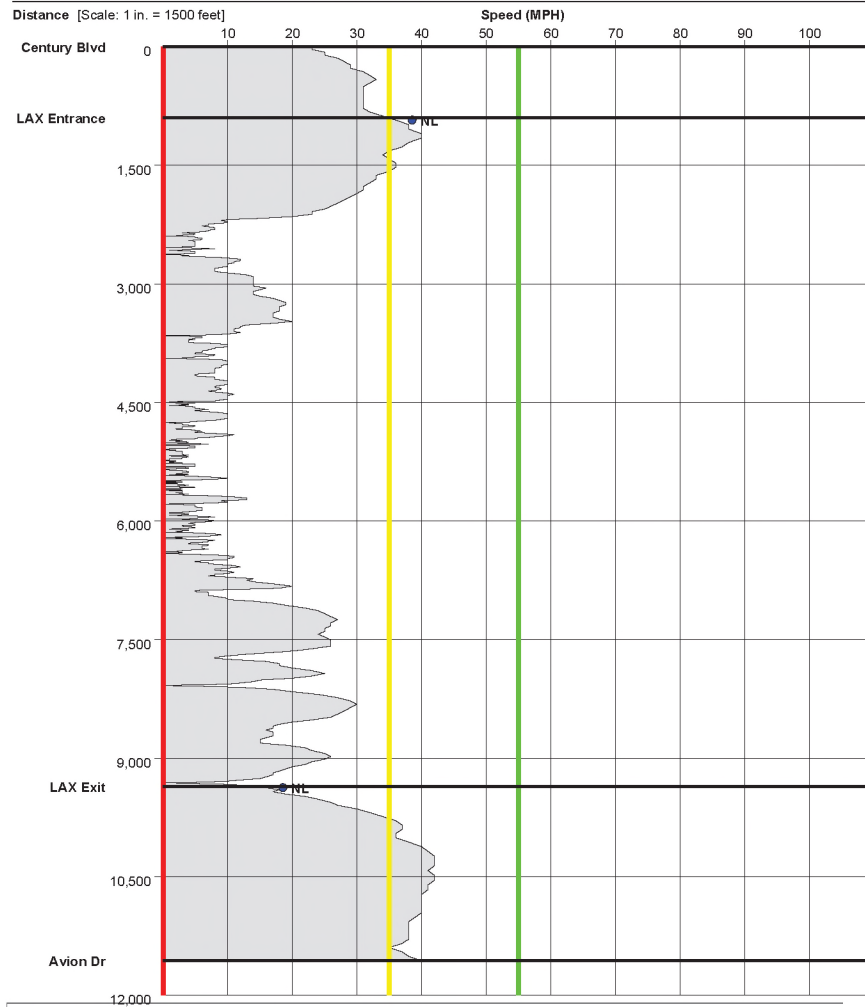
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Arrival
WB PM

[DRAFT]

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

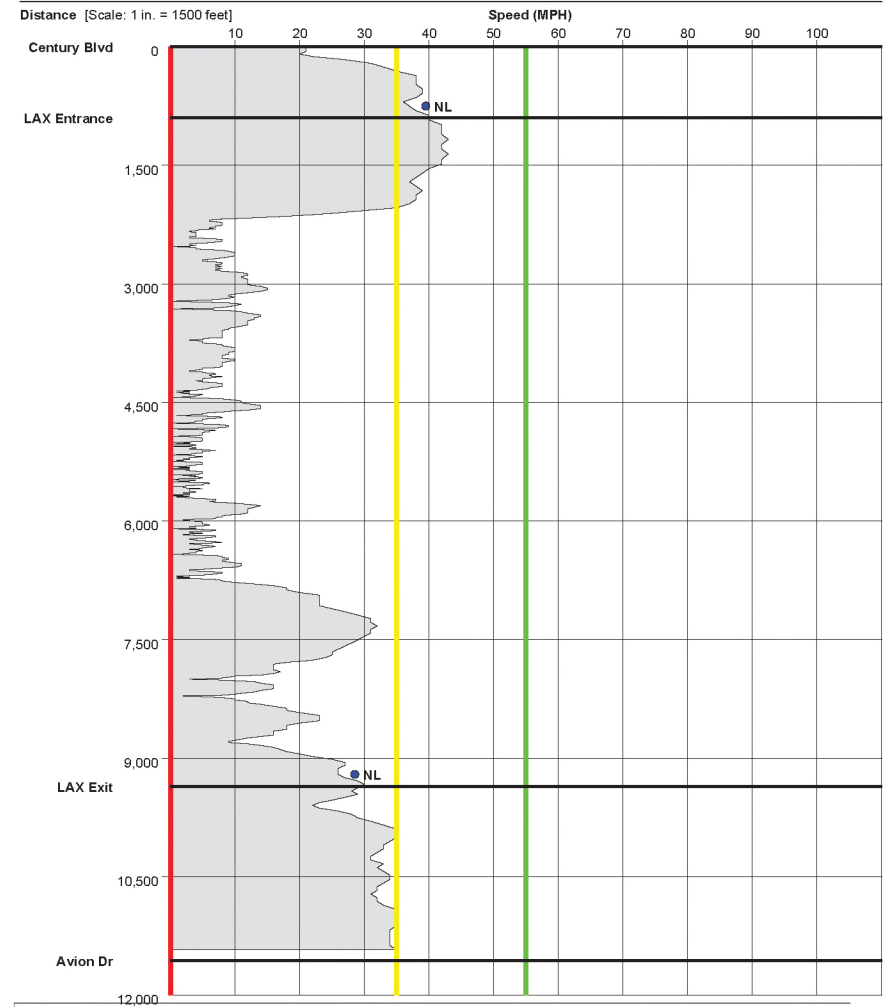
Run : 14-5504 Arrivals-WB-010 Start Time: 20:35 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

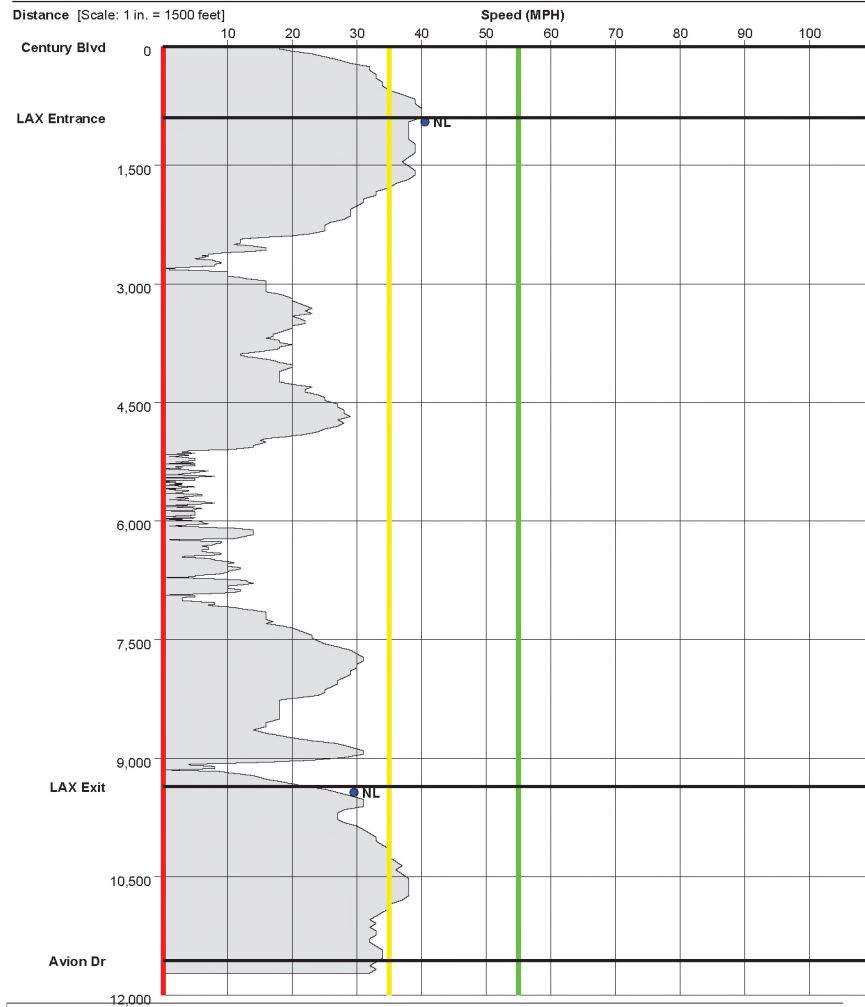
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Arrival
WB PM

[DRAFT]

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

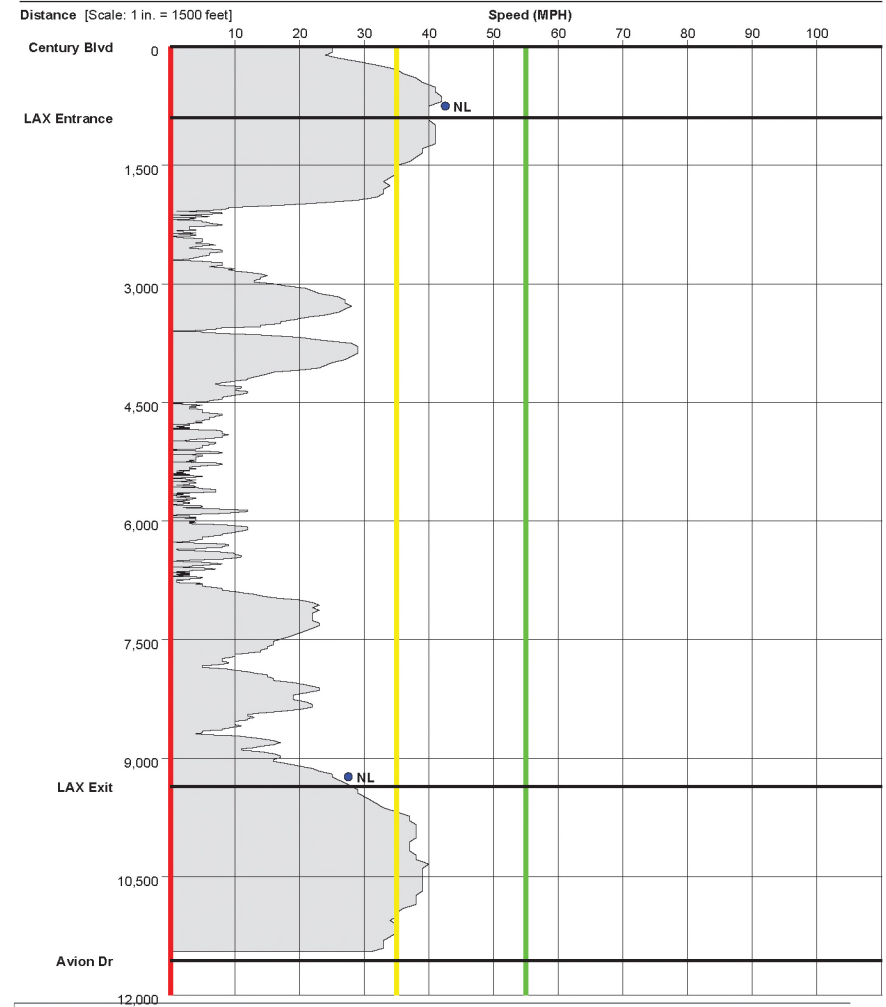
Run : 14-5504 Arrivals-WB-012 Start Time: 22:08 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

LAX Landside Access Modernization Program
Draft EIR

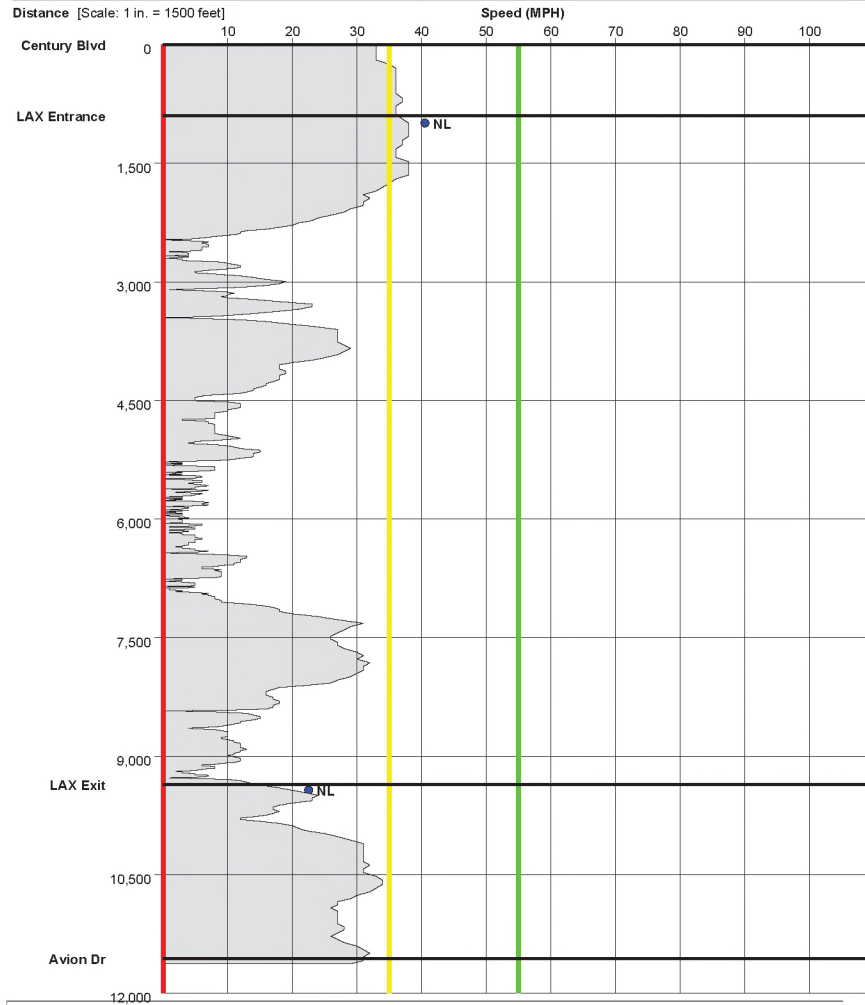
NDS 14-5504 Arrival WB PM

[DRAFT]

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)



LAX Landside Access Modernization Program
Draft EIR

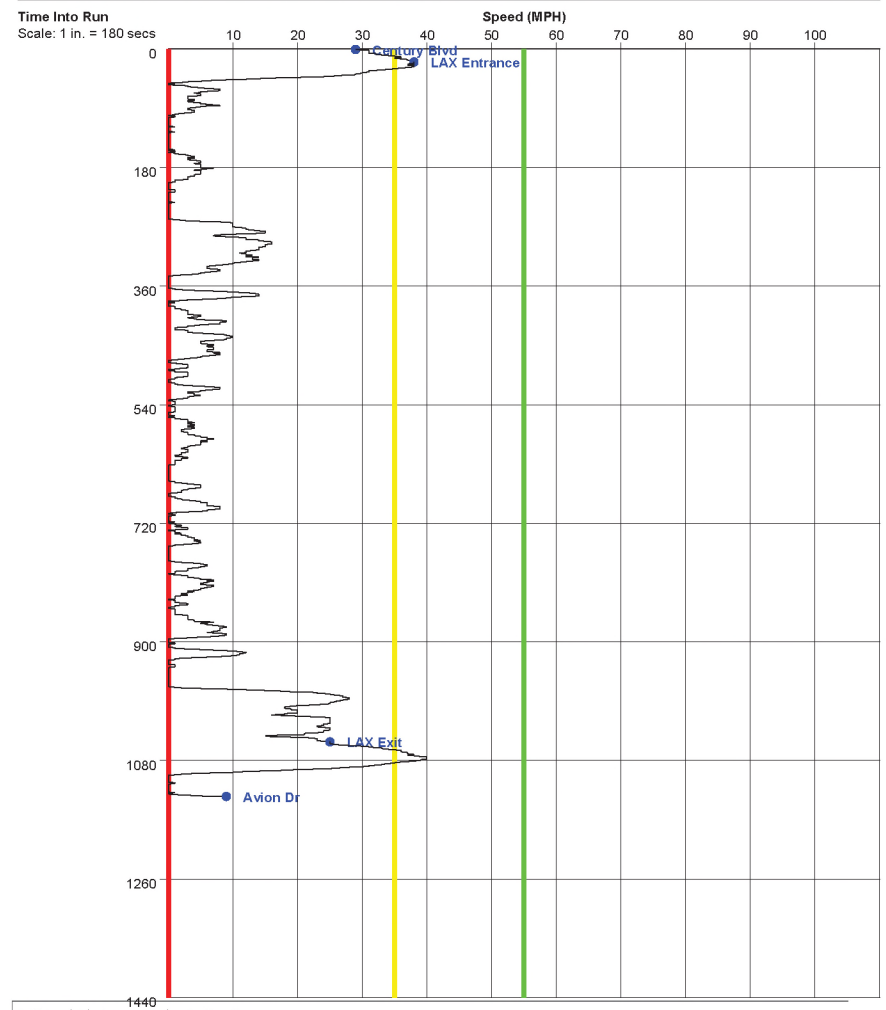
NDS 14-5504 Arrival WB PM

[DRAFT]

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)



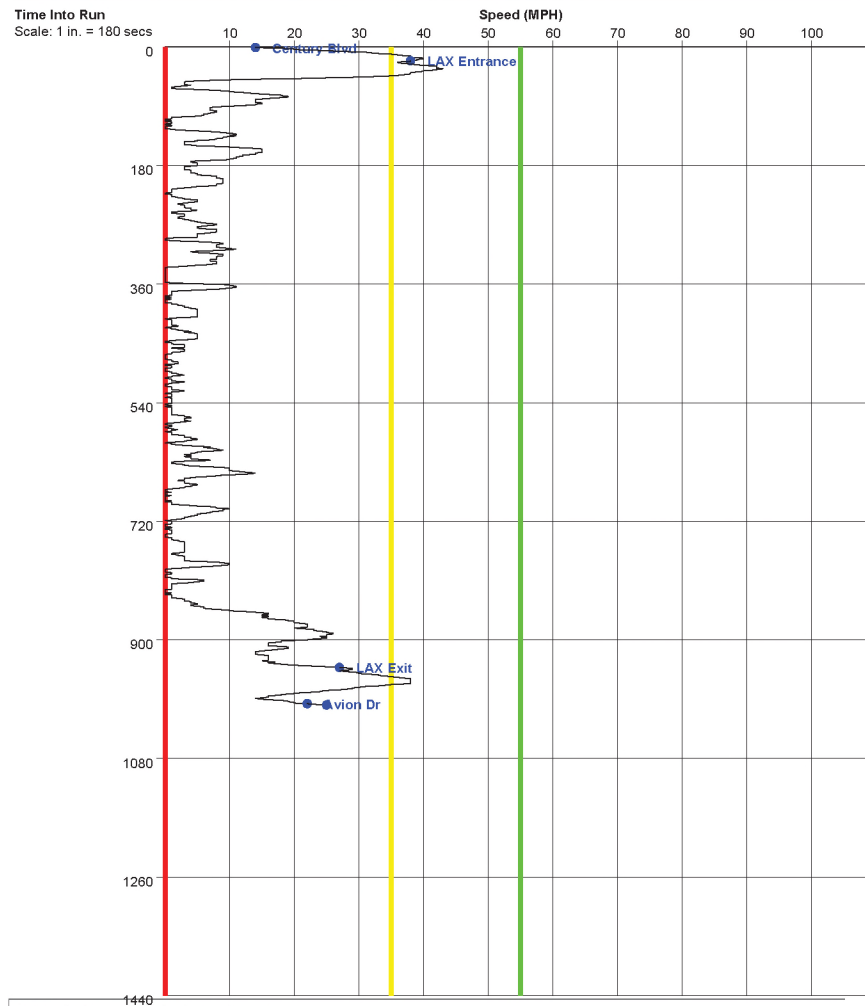
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 35**Time-Based Speed Profile**

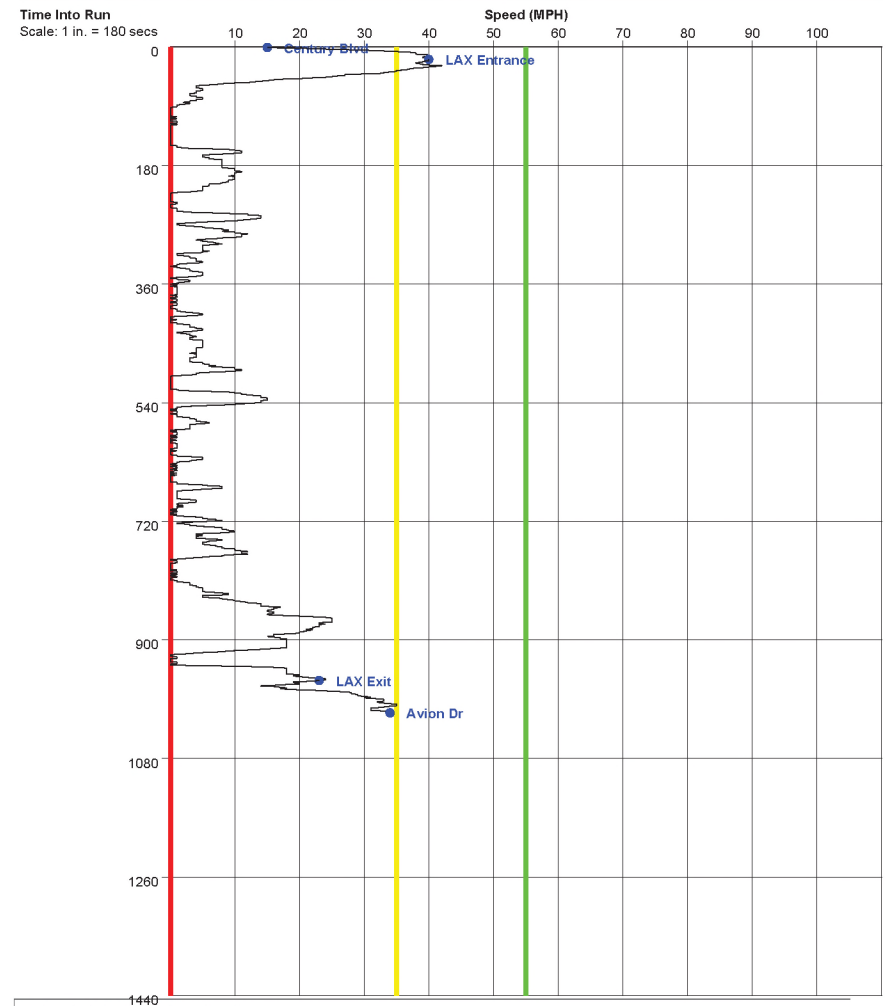
Run : 14-5504 Arrivals-WB-002 Start Time:21:01 (This is a Before Run)

**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

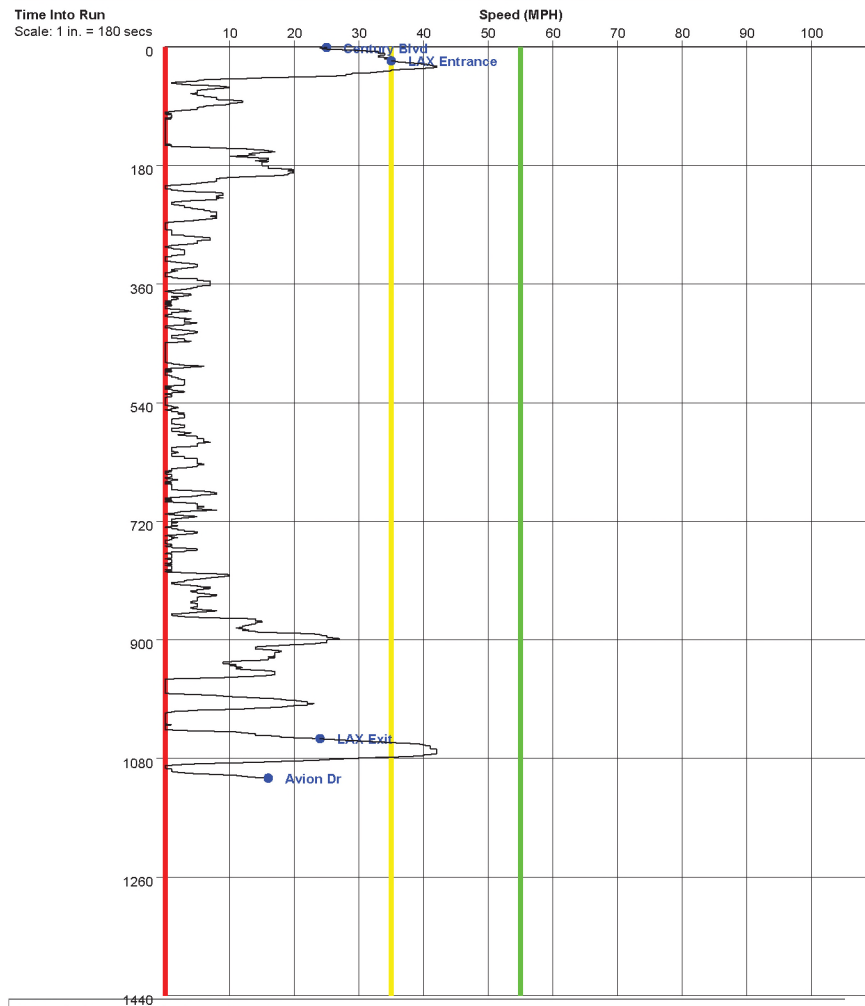


NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 37**Time-Based Speed Profile**

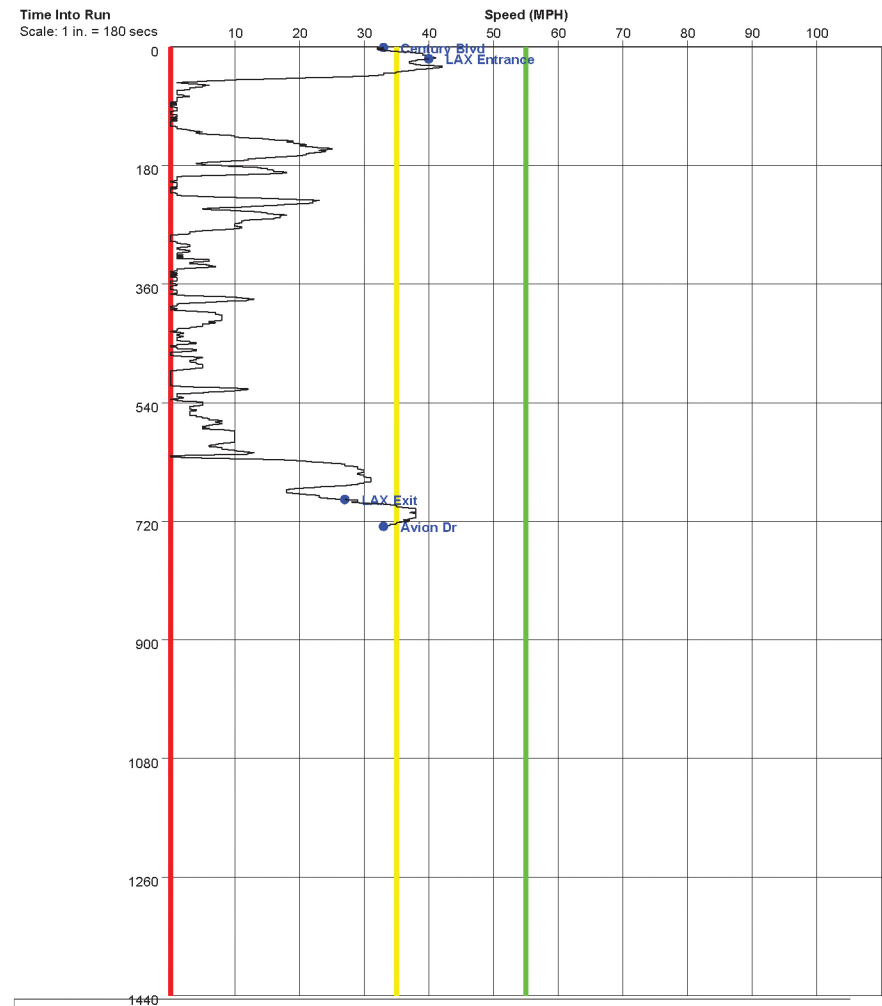
Run : 14-5504 Arrivals-WB-004 Start Time:21:37 (This is a Before Run)

**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

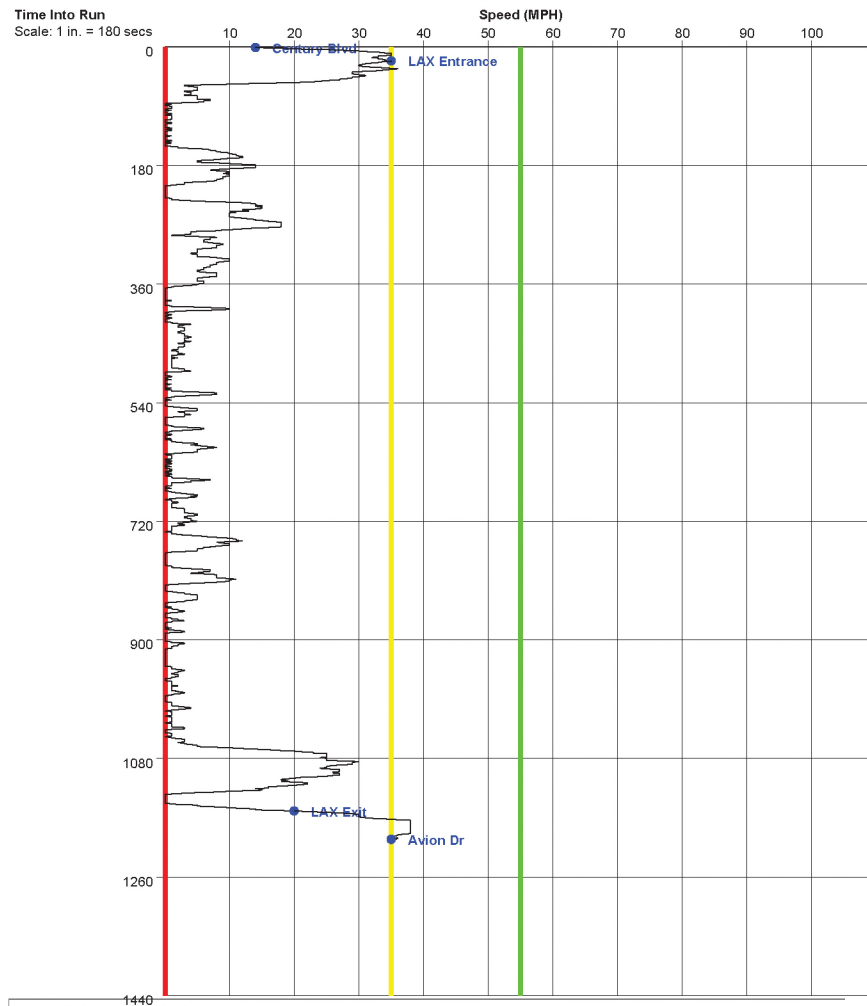


NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 39**Time-Based Speed Profile**

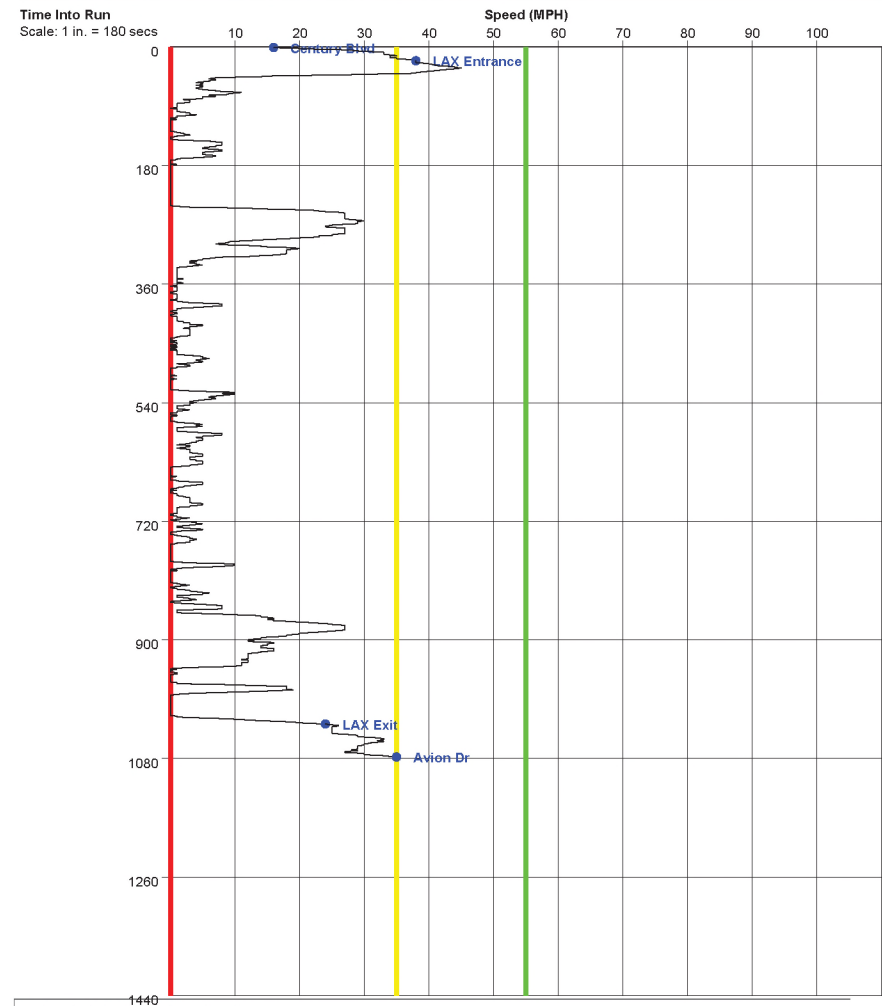
Run : 14-5504 Arrivals-WB-006 Start Time:22:17 (This is a Before Run)

**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

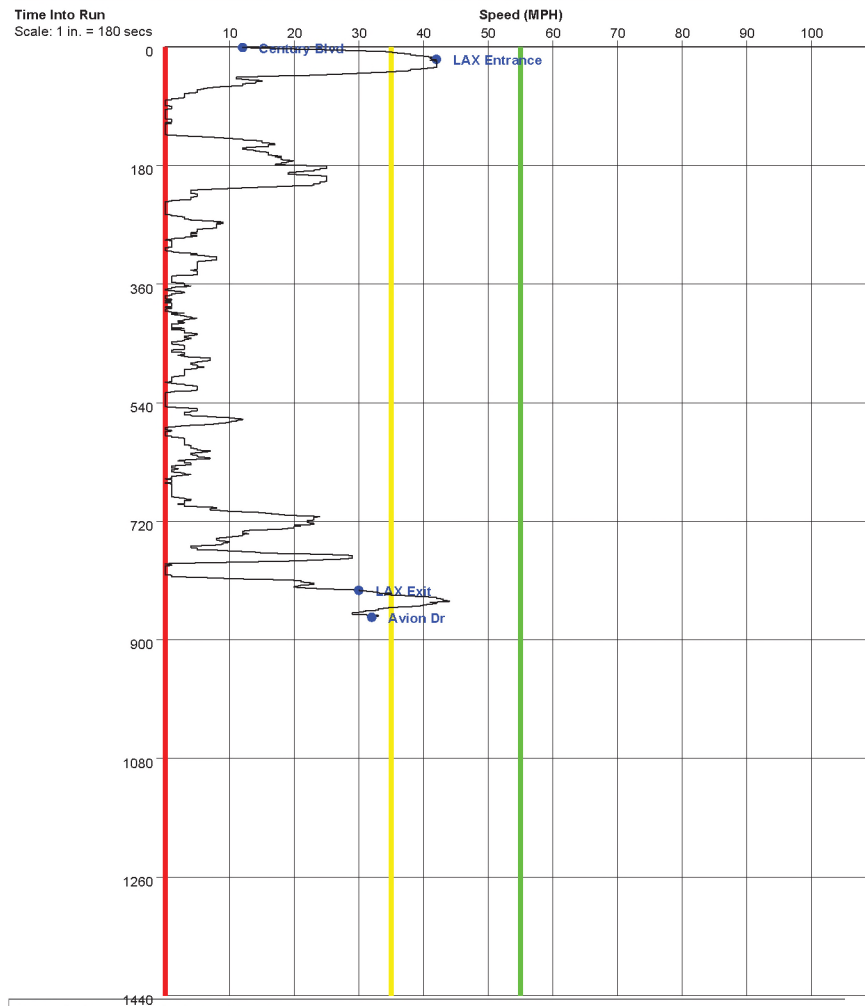


NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 41**Time-Based Speed Profile**

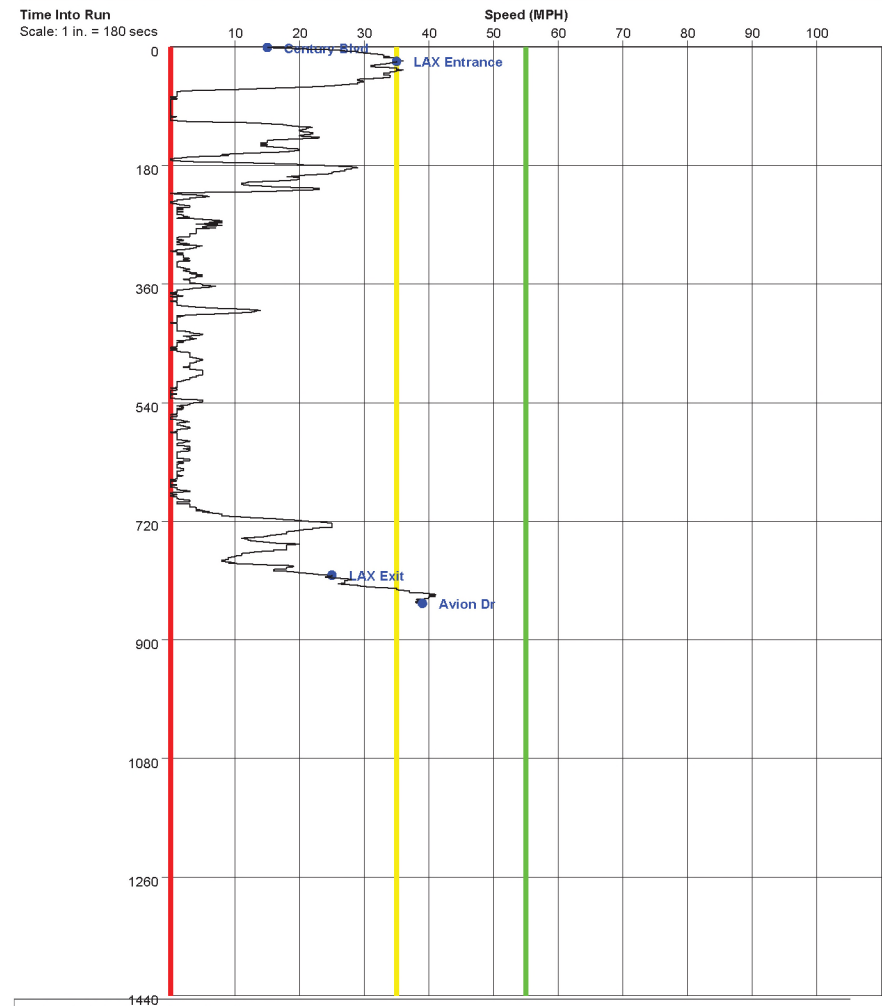
Run : 14-5504 Arrivals-WB-008 Start Time:23:00 (This is a Before Run)

**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

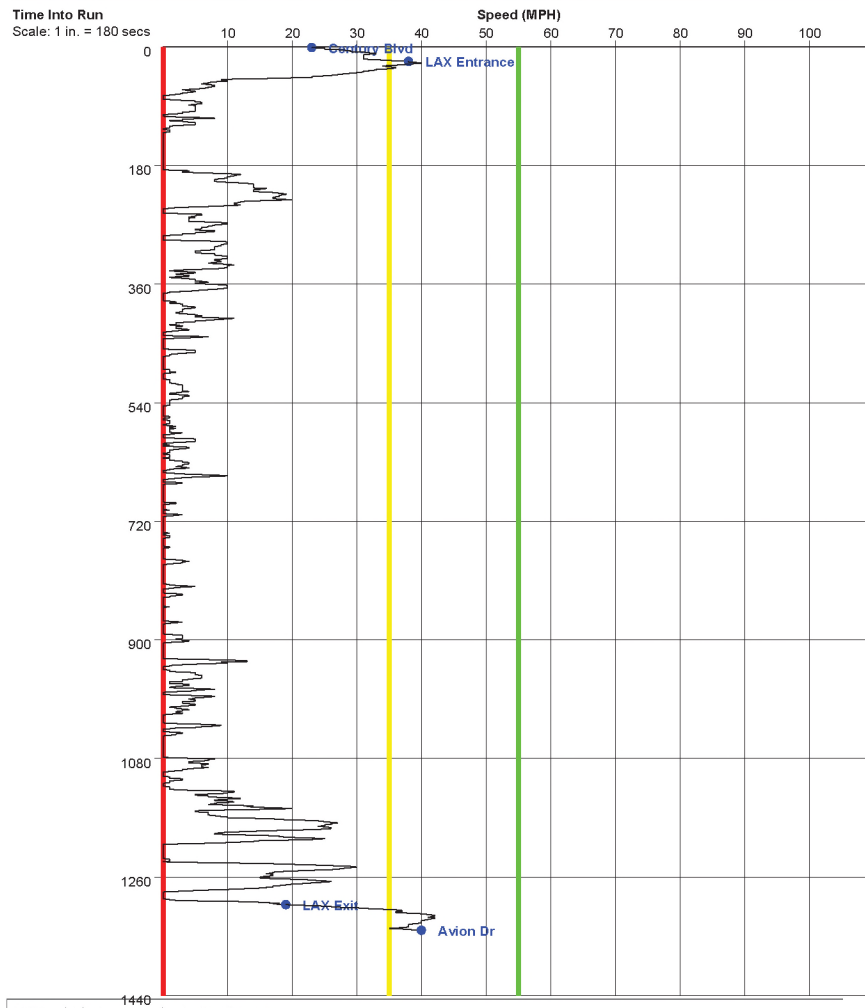


NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 43**Time-Based Speed Profile**

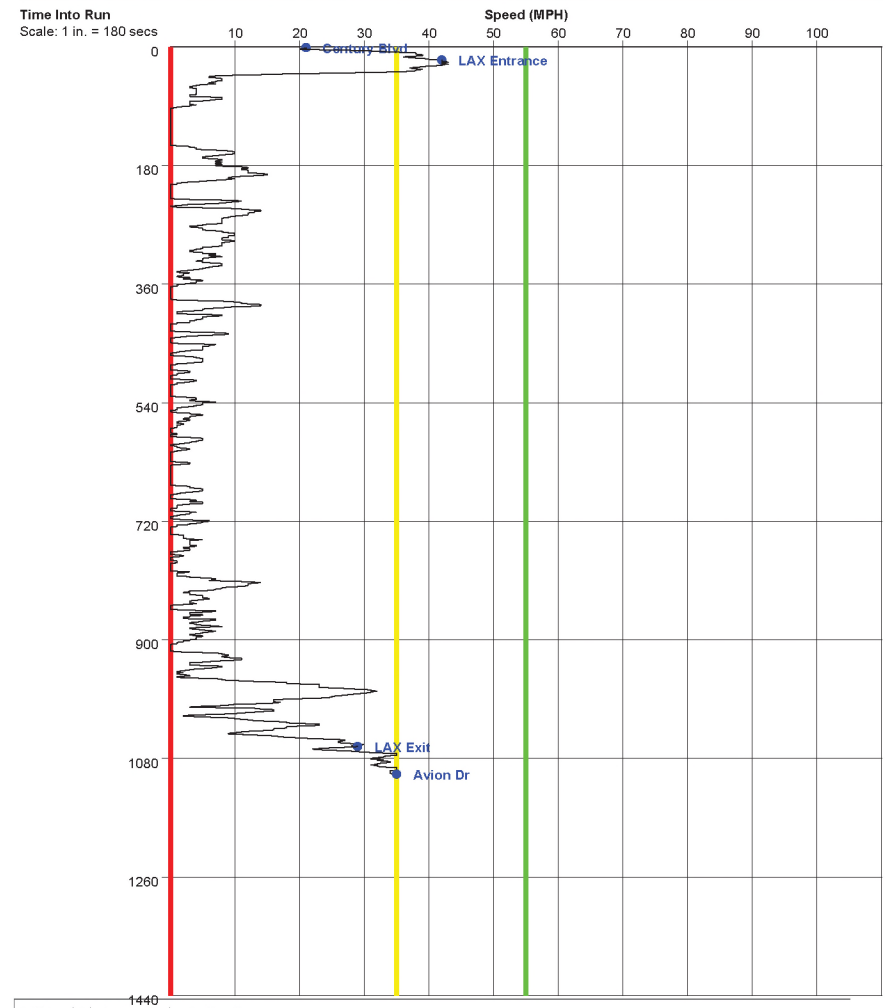
Run : 14-5504 Arrivals-WB-010 Start Time:20:35 (This is a Before Run)

**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)

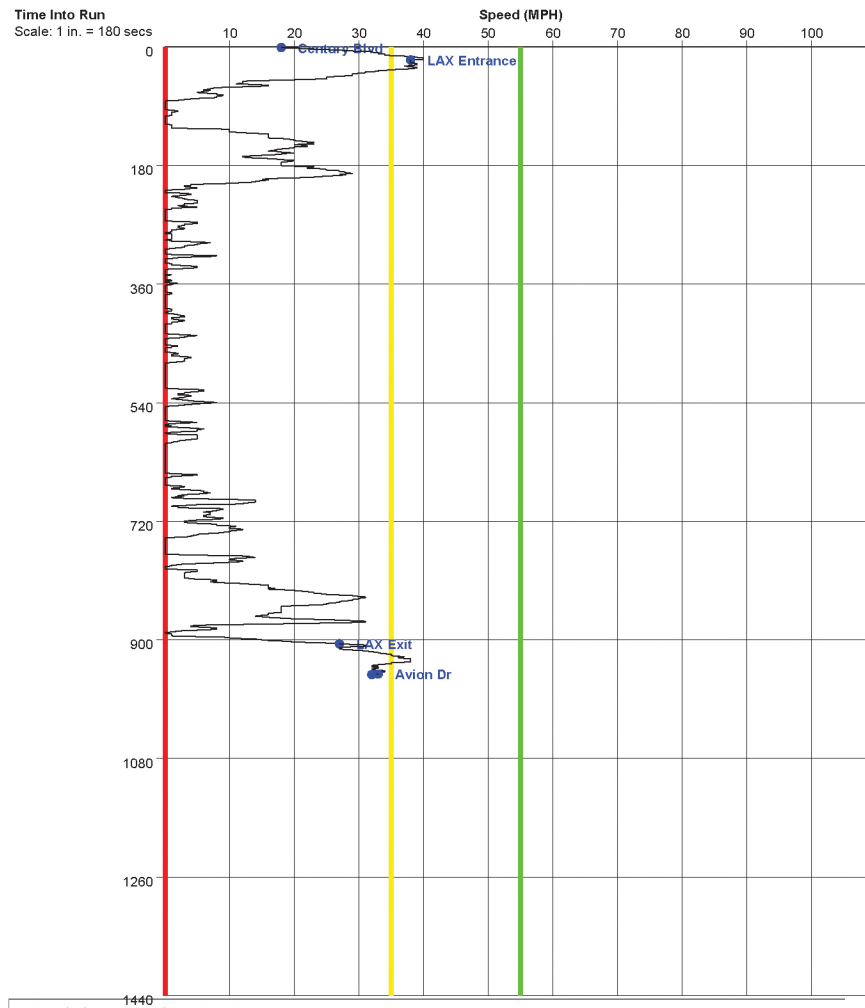


NDS
14-5504 Arrival
WB PM

[DRAFT]

Study Name : 14-5504 Arrival WB PM
Study Date : 8/8/2014
Page No. : 45**Time-Based Speed Profile**

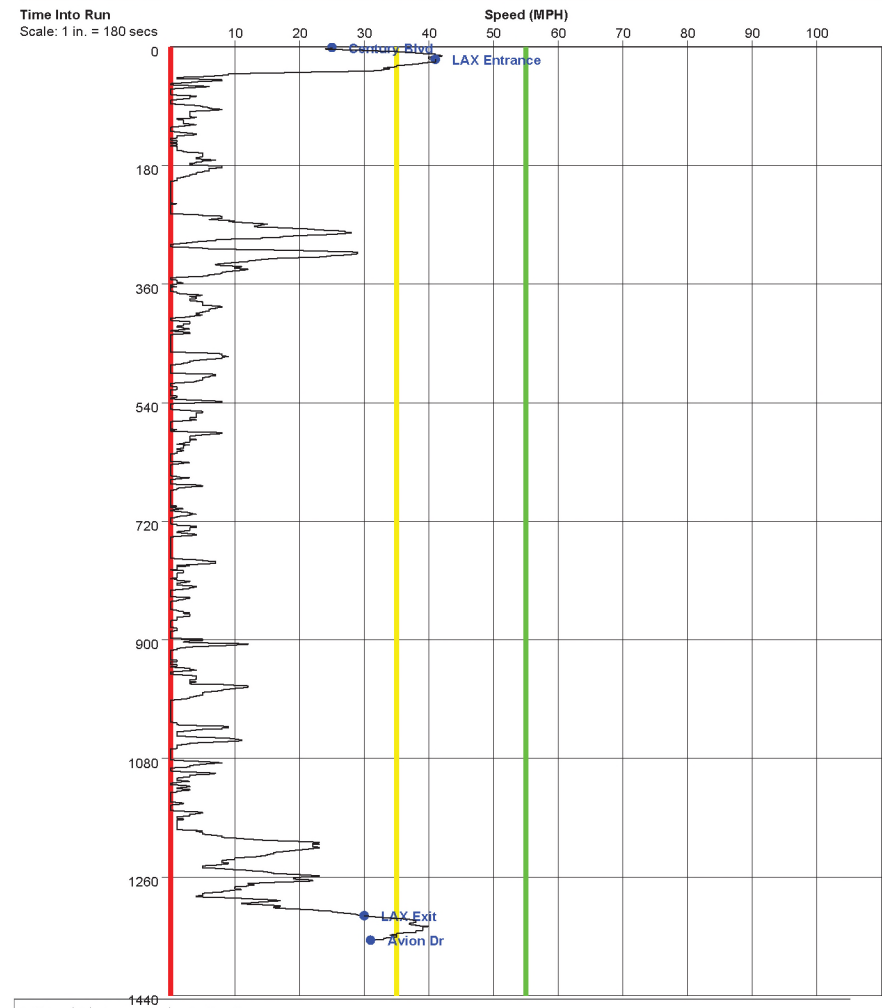
Run : 14-5504 Arrivals-WB-012 Start Time:22:08 (This is a Before Run)

**NDS**
14-5504 Arrival
WB PM

[DRAFT]

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)



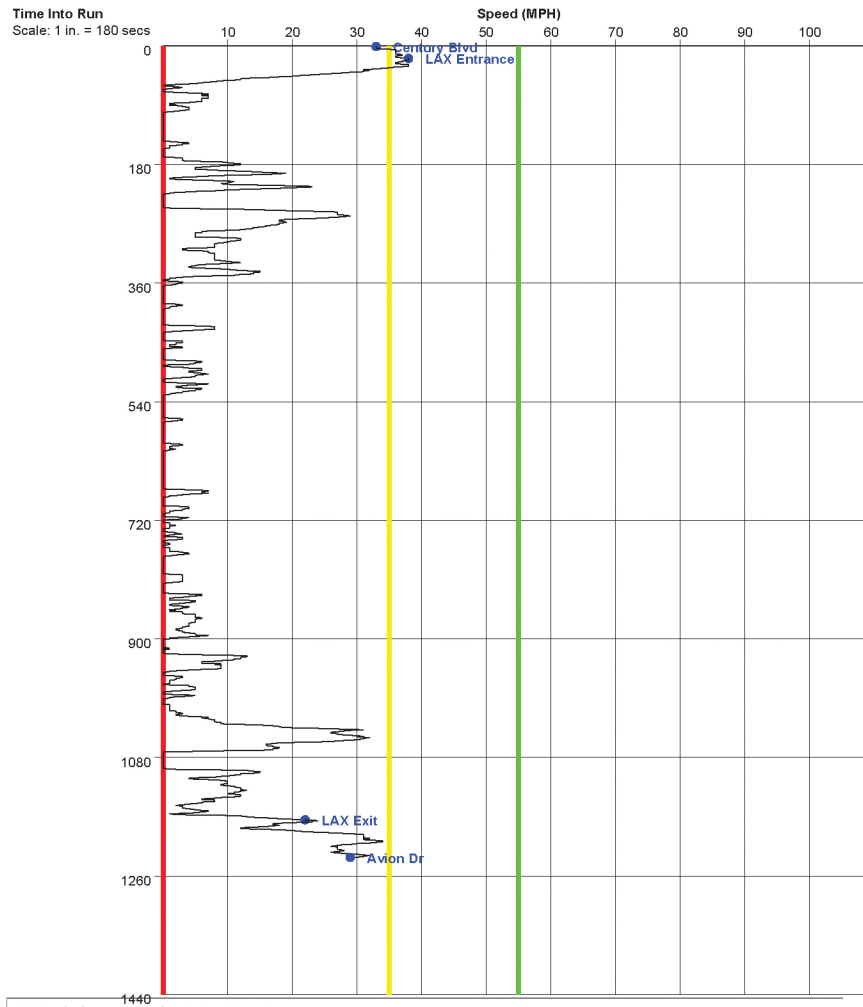
NDS
14-5504 Arrival
WB PM

[DRAFT]

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)



LAX Landside Access Modernization Program
Draft EIR

[DRAFT]

[illegible]LAX Landside Access Modernization Program
Draft EIR

[DRAFT]

[DRAFT]

Node #	Length	Node Names	All Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU Depart WEDU												AVERAGE													
			08:20-08:30	08:31-08:40	08:41-08:50	08:51-09:00	09:01-09:10	09:11-09:20	09:21-09:30	09:31-09:40	09:41-09:50	09:51-10:00	10:01-10:10	10:11-10:20	10:21-10:30	08:20-08:30	08:31-08:40	08:41-08:50	08:51-09:00	09:01-09:10	09:11-09:20	09:21-09:30	09:31-09:40	09:41-09:50	09:51-10:00	10:01-10:10	10:11-10:20	10:21-10:30
Century Blvd			[Refer]													[Refer]												
1	0	Century Blvd	24	25	34	31	77	73	39	44	38	62	26	22	23	29	22	22	22	22	22	22	22	22	22	22	22	37
2	1015	LAX Entrance	379	461	445	413	421	351	331	320	306	315	290	271	267	283	295	295	295	295	295	295	295	295	295	295	295	296
3	9619	LAX Exit	69	71	75	34	74	74	23	23	48	23	53	23	19	77	73	73	73	73	73	73	73	73	73	73	31	
4	1225	Avion Dr																										
Total	11859		472	507	504	478	572	448	392	395	392	408	377	316	329	389	340	340	340	340	340	340	340	340	340	340	466	
Century Blvd			[Refer]													[Refer]												
Century Blvd			[Refer]													[Refer]												
1	0	Century Blvd	6	11	5	5	6	3	2	4	3	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6
2	1015	LAX Entrance	6	11	5	5	6	3	2	4	3	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6
3	9619	LAX Exit	1	0	0	1	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1225	Avion Dr																										
Total	11859		7	11	5	6	8	5	2	5	5	4	3	1	3	1	2	1	2	1	2	1	2	1	2	1	2	7
Century Blvd			[Refer]													[Refer]												
Century Blvd			[Refer]													[Refer]												
1	0	Century Blvd	29	28	21	22	9	9	18	16	18	11	27	33	31	24	24	32	22	22	22	22	22	22	22	22	22	22
2	1015	LAX Entrance	17	14	15	16	16	19	20	20	22	21	22	24	23	23	23	22	22	22	22	22	22	22	22	22	22	18
3	9619	LAX Exit	12	39	33	21	11	25	33	34	17	36	15	36	38	18	35	32	32	32	32	32	32	32	32	32	32	32
4	1225	Avion Dr																										
Total	11859		17	16	16	17	14	18	20	20	21	28	21	26	24	21	24	21	24	21	24	21	24	21	24	21	24	18
Century Blvd			[Refer]													[Refer]												
Century Blvd			[Refer]													[Refer]												
1	0	Century Blvd	6	7	17	14	68	56	22	26	21	44	8	4	5	12	4	4	4	4	4	4	4	4	4	4	4	19
2	1015	LAX Entrance	215	296	281	249	257	187	167	164	141	151	133	107	123	119	130	130	130	130	130	130	130	130	130	130	130	234
3	9619	LAX Exit	48	0	4	16	34	3	3	3	27	2	32	2	1	26	2	2	2	2	2	2	2	2	2	2	18	
4	1225	Avion Dr																										
Total	11859		269	303	302	279	371	246	192	193	189	197	173	113	129	187	136	136	136	136	136	136	136	136	136	136	136	264
Century Blvd			[Refer]													[Refer]												
Century Blvd			[Refer]													[Refer]												
1	0	Century Blvd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1015	LAX Entrance	16	26	50	15	12	21	2	24	10	5	3	14	6	0	0	0	0	0	0	0	0	0	0	0	0	32
3	9619	LAX Exit	33	0	0	0	43	0	0	0	7	0	21	0	0	34	0	0	0	0	0	0	0	0	0	0	0	37
4	1225	Avion Dr																										
Total	11859		49	26	50	15	56	21	2	24	17	5	54	14	6	34	0	0	0	0	0	0	0	0	0	0	0	37
Century Blvd			[Refer]													[Refer]												
Century Blvd			[Refer]													[Refer]												
1	0	Century Blvd	16	25	34	31	77	67	39	44	38	57	26	9	8	29	9	9	9	9	9	9	9	9	9	9	9	34
2	1015	LAX Entrance	347	444	432	384	401	338	384	310	282	303	253	230	237	275	255	255	255	255	255	255	255	255	255	255	373	
3	9619	LAX Exit	58	8	17	23	68	8	16	13	34	5	37	3	3	62	9	9	9	9	9	9	9	9	9	9	16	
4	1225	Avion Dr																										
Total	11859		421	439	483	440	544	413	359	367	354	365	316	242	248	366	273	273	273	273	273	273	273	273	273	273	422	
Century Blvd			[Refer]													[Refer]												
Century Blvd			[Refer]													[Refer]												
1	0	Century Blvd	24	25	34	31	77	73	39	44	38	62	26	22	23	29	22	22	22	22	22	22	22	22	22	22	22	37
2	1015	LAX Entrance	379	461	445	413	421	351	331	320	306	315	290	271	267	283	295	295	295	295	295	295	295	295	295	295	295	296
3	9619	LAX Exit	69	71	75	34	74	74	23	23	48	23	53	23	19	77	73	73	73	73	73	73	73	73	73	73	31	
4	1225	Avion Dr																										
Total	11859		471	506	503	477	571	448	391	394	392	408	376	316	329	388	340	340	340	340	340	340	340	340	340	340	466	

	A	B	C	D	E	F	G	H	I	J
1	Node	Length	Node Names	Travel Time	# of Stops	Avg Speed	Total Delay	Time <= 0 MPH	Time <= 35 MPH	Time <= 55 MPH
2	#									
3	1	0	Century Blvd							
4	2	1015	LAX Entrance	36.8	0.5	18.8	19.3	0.3	33.8	36.8
5	3	9619	LAX Exit	398.4	6.2	16.5	234.0	31.6	372.7	398.4
6	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

[DRAFT]

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

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NDS
14-5504 Depart
 WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
 Study Date : **8/8/2014**
 Page No. : **3**

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

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

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Notes:

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14-5504 Depart
WB AM

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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **5****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							
2	1015	LAX Entrance	36.8	0.5	18.8	19.3	0.3	33.8	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
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.**NDS**
14-5504 Depart
WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **6****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								
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	20	20
Totals	11859		615	594	490	746	668	709	482	525

NDS
14-5504 Depart
WB AM

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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **7****Detailed Statistics By Run****Travel Time (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

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

NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **8****Detailed Statistics By Run****Travel Time (sec) by Section**

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 #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

NDS
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WB AM

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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **9****Detailed Statistics By Run****Travel Time (sec) 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	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

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **10****Detailed Statistics By Run****Number of Stops 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	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.

NDS
14-5504 Depart
WB AM

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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **11****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
14-5504 Depart-WB-016

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	0	1	0	0	0	0	0	0
3	9619	LAX Exit	9	1	4	2	4	3	2	10
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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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **12****Detailed Statistics By Run****Number of Stops by Section**

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

Stops based on a Stop Speed of 5 MPH.

NDS
14-5504 Depart
WB AM

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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **13****Detailed Statistics By Run****Number of Stops 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	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.

NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **14****Detailed Statistics By Run****Average Speed (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	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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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **15****Detailed Statistics By Run****Average Speed (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
14-5504 Depart-WB-016

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

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14-5504 Depart
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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **16****Detailed Statistics By Run****Average Speed (MPH) by Section**

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 #17	Run #18	Run #19	Run #20	Run #21	Run #22	Run #23	Run #24
1	0	Century Blvd								
2	1015	LAX Entrance	29.3	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

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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **17****Detailed Statistics By Run****Average Speed (MPH) 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	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

NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **18****Detailed Statistics By Run****Total Delay (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								
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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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **19****Detailed Statistics By Run****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

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	296	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.

NDS
14-5504 Depart
WB AM

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Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **20****Detailed Statistics By Run****Total Delay (sec) by Section**

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 #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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[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **21****Detailed Statistics By Run****Total Delay (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	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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[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **22****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

NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **23****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
14-5504 Depart-WB-016

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	0	0	0	0	0	0	0	0
3	9619	LAX Exit	79	0	9	12	3	13	0	33
4	1225	Avion Dr	0	0	0	0	0	0	30	0
Totals	11859		79	0	9	12	3	13	30	33

NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **24****Detailed Statistics By Run****Time <= 0 MPH by Section**

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

NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : **14-5504 Depart WB AM**
Study Date : **8/8/2014**
Page No. : **25****Detailed Statistics By Run****Time <= 0 MPH 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	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

[DRAFT]

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-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	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

[DRAFT]

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-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

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

[DRAFT]

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-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 #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

[DRAFT]

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-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	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

[DRAFT]

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-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	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

[DRAFT]

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-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

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

[DRAFT]

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-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 #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

[DRAFT]

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-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

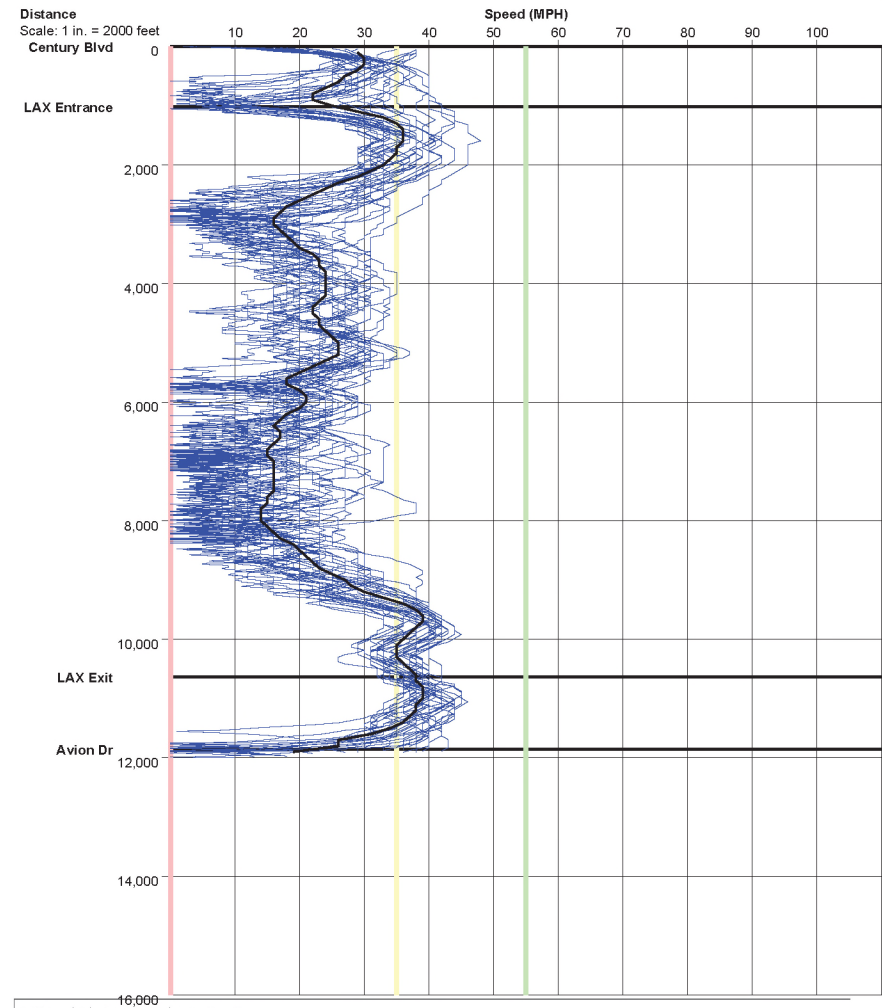
Node #	Length	Node Name	Run #25	Run #26	Run #27	Run #28	Run #29	Run #30	Run #31
1	0	Century Blvd							
2	1015	LAX Entrance	38	62	26	22	23	29	22
3	9619	LAX Exit	306	315	298	271	287	283	295
4	1225	Avion Dr	48	23	52	23	18	76	23
Totals	11859		392	400	376	316	328	388	340

NDS
14-5504 Depart
 WB AM

[DRAFT]

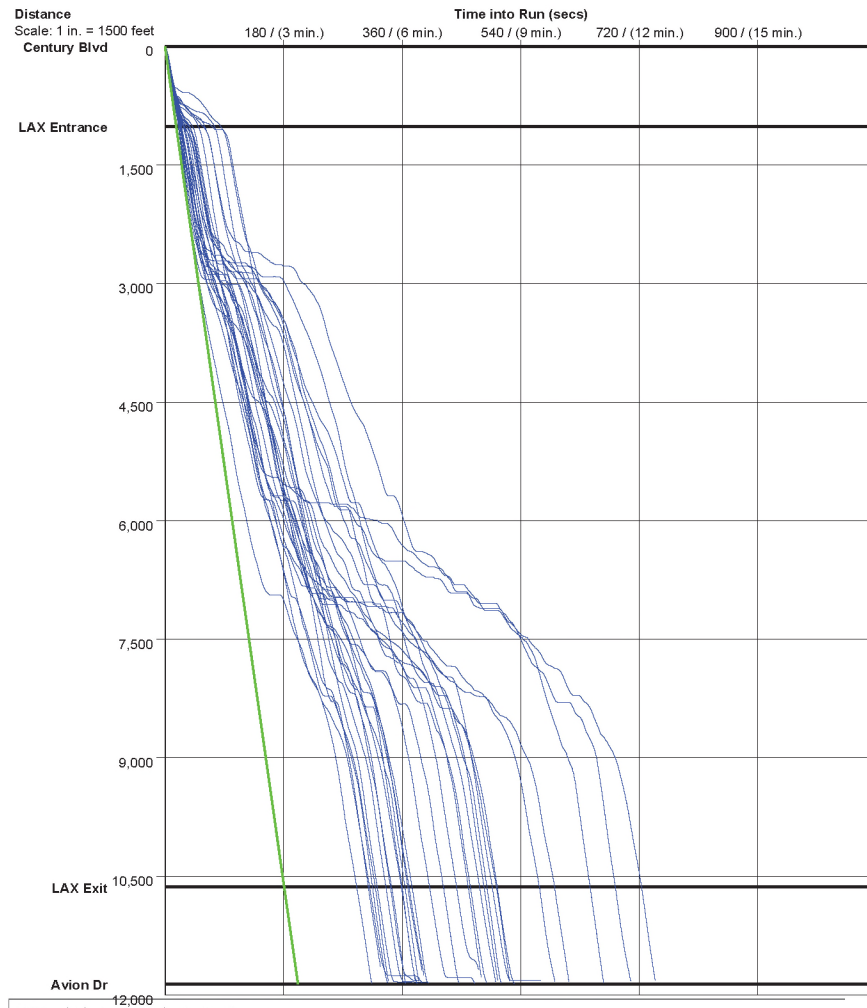
Study Name : **14-5504 Depart WB AM**
 Study Date : **8/8/2014**
 Page No. : **34**

Speed/Distance Profiles of All Runs



NDS
14-5504 Depart
WB AM

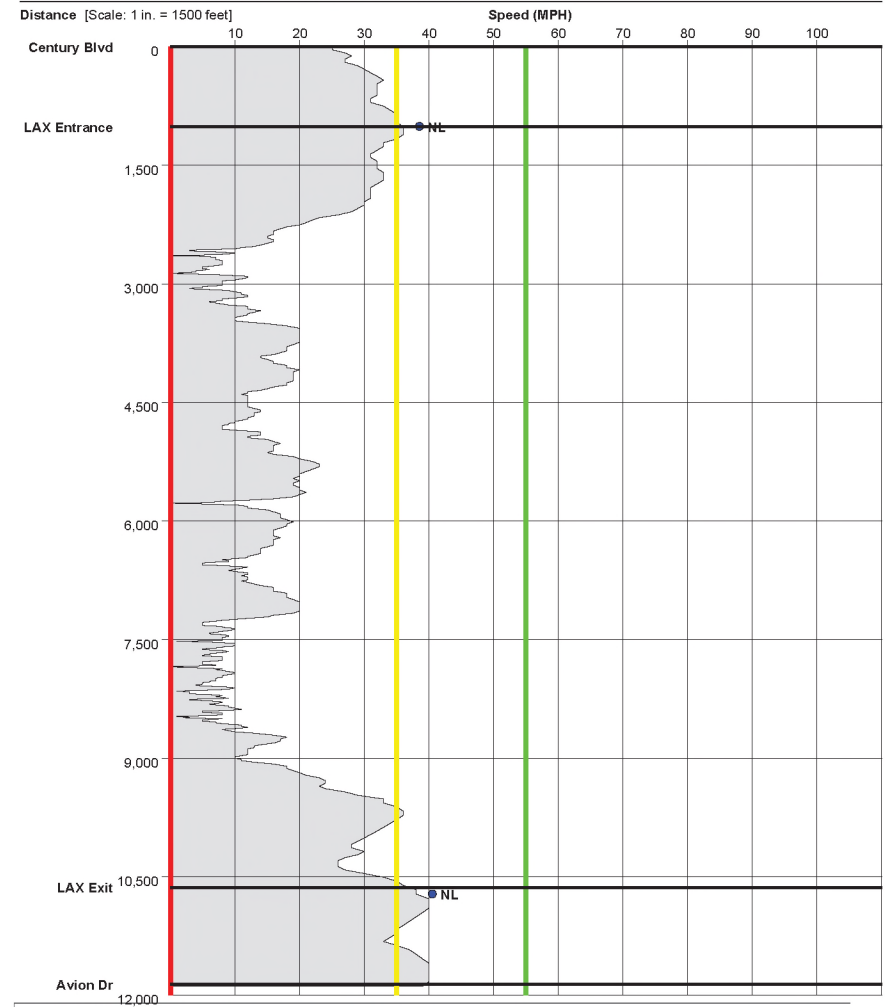
[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 35**Time/Space Trajectories of All Runs**LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

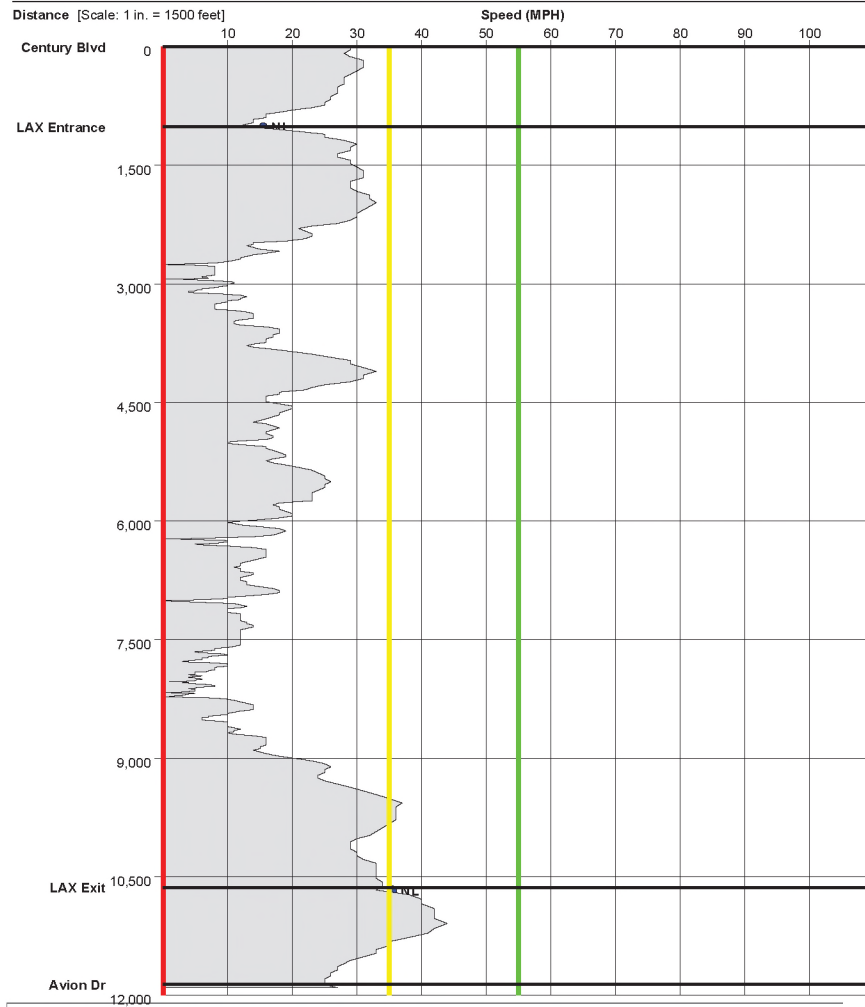
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

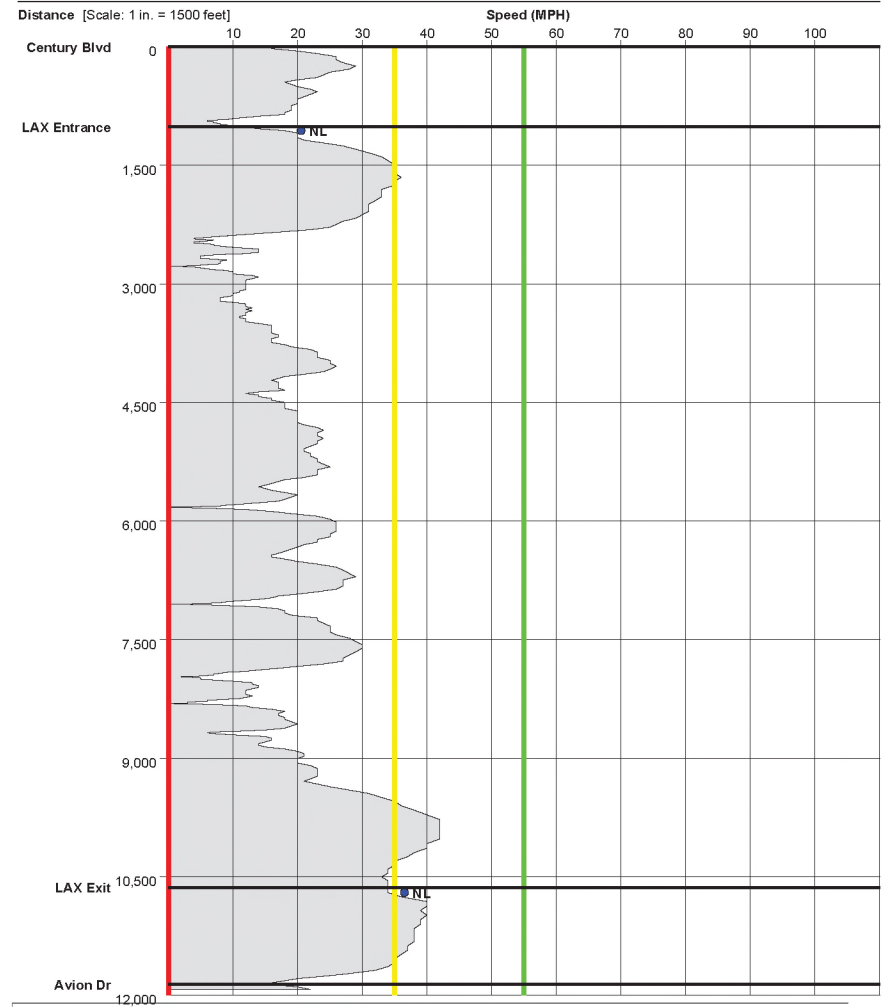
Run : 14-5504 Depart-WB-002 Start Time: 06:23 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

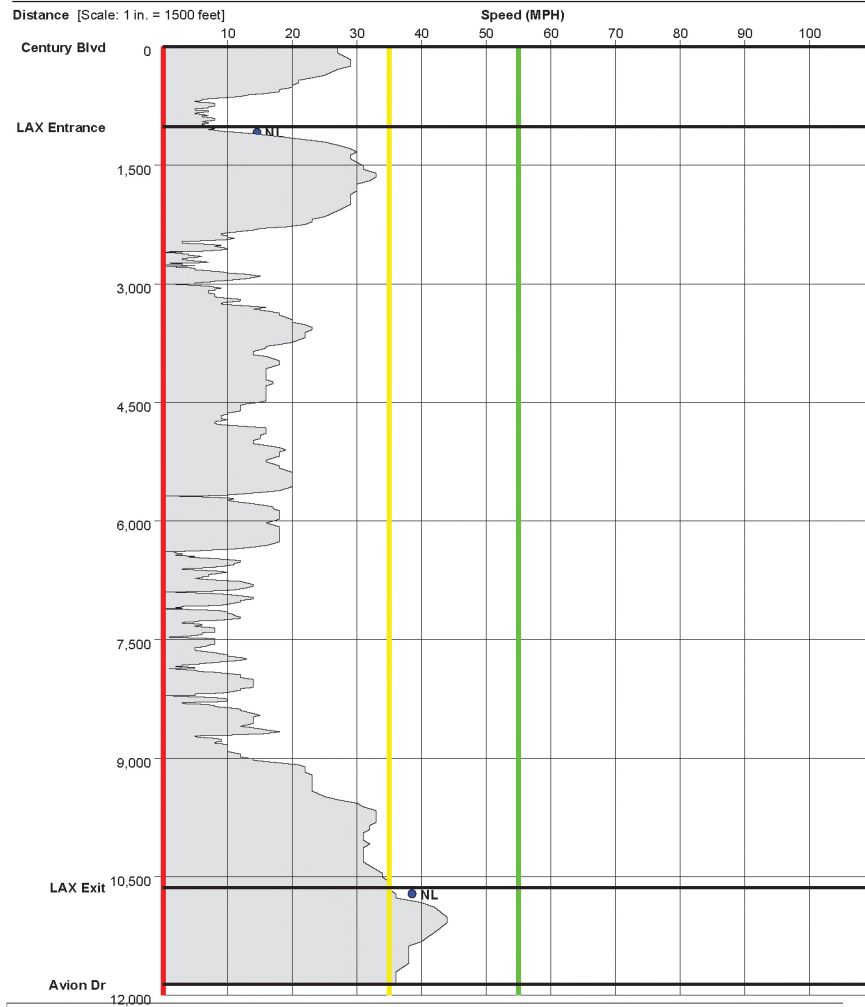
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

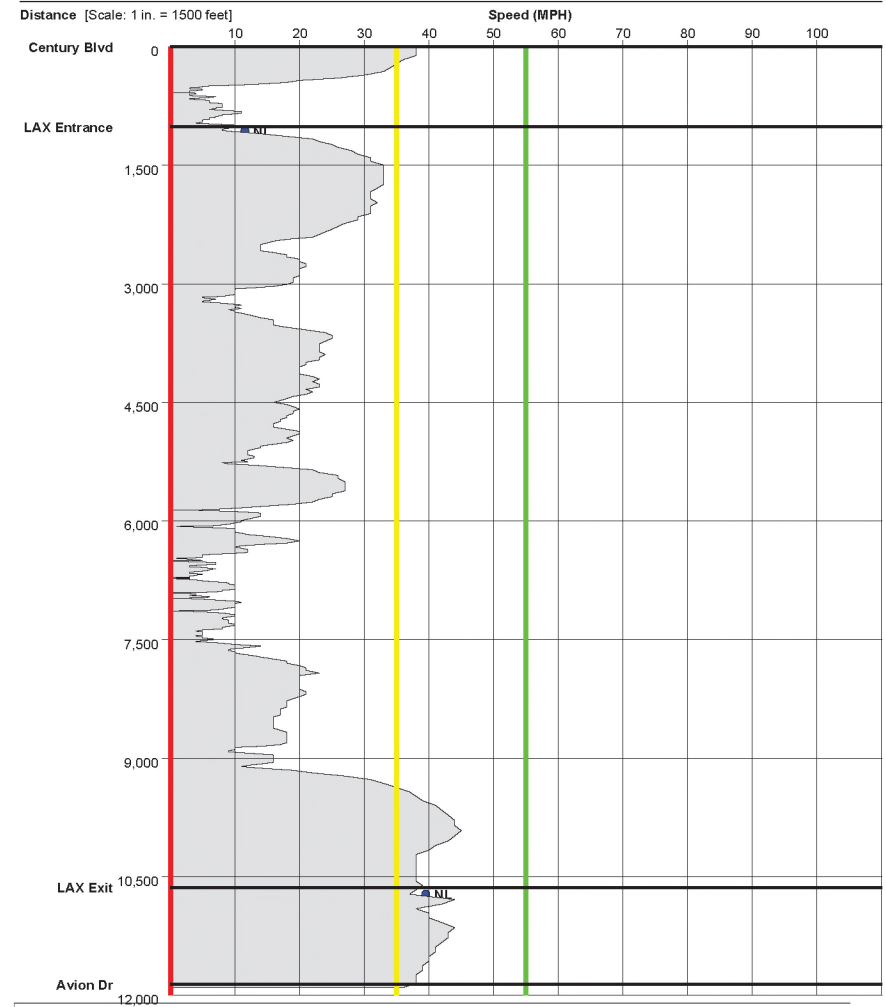
Run : 14-5504 Depart-WB-004 Start Time: 06:51 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

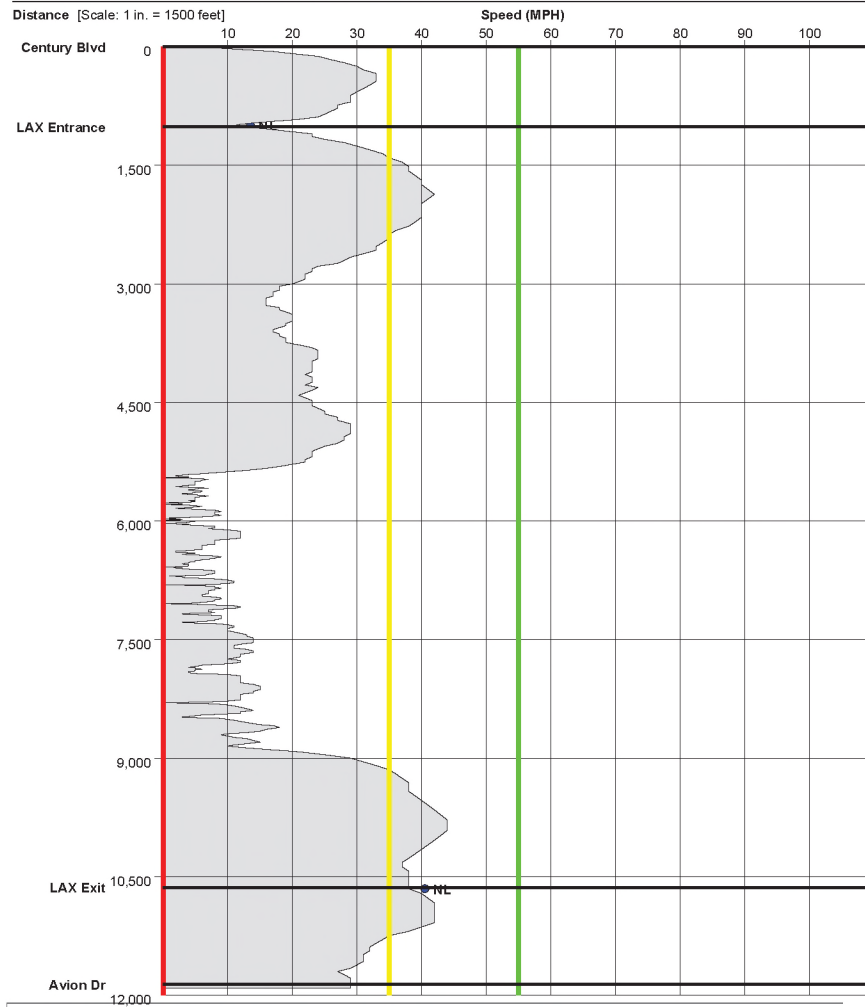
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

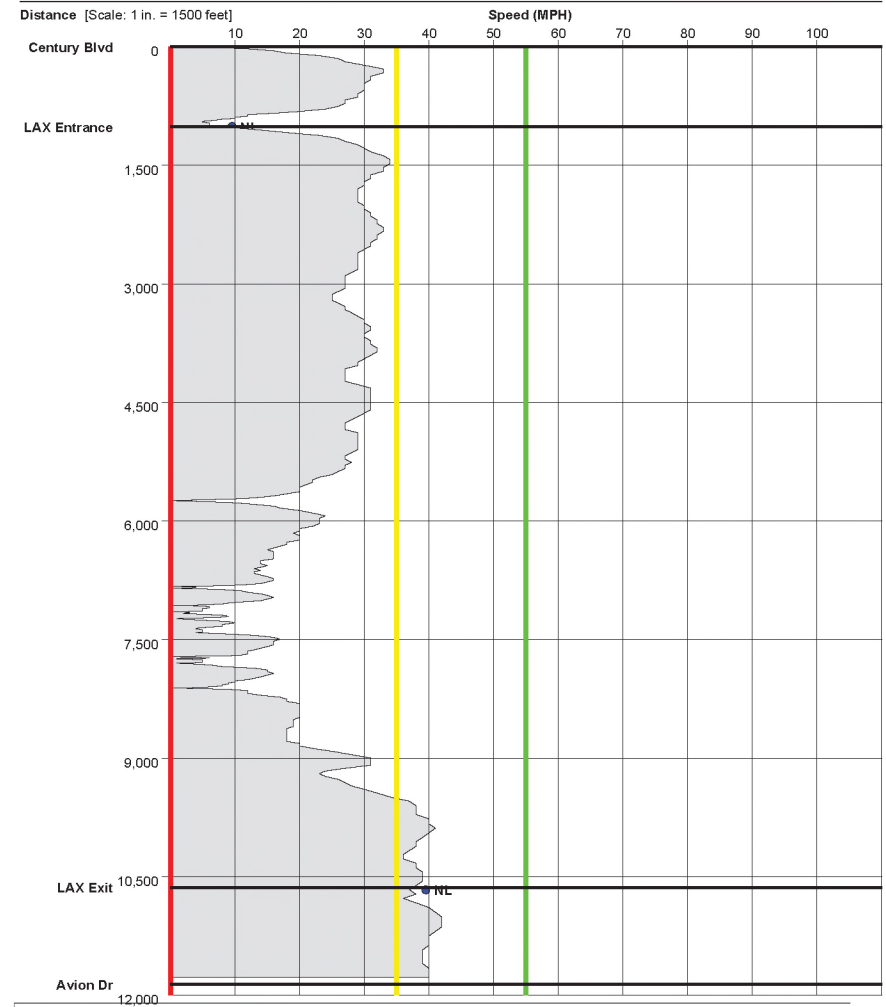
Run : 14-5504 Depart-WB-006 Start Time: 07:19 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

LAX Landside Access Modernization Program
Draft EIR

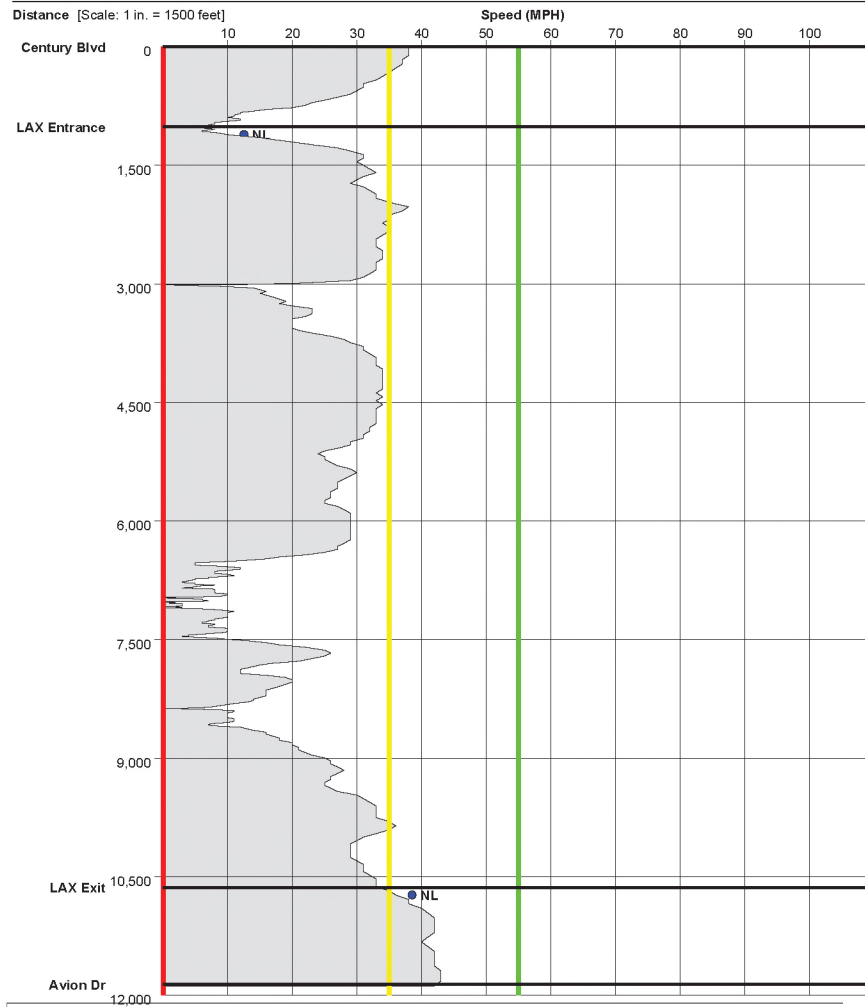
NDS
14-5504 Depart
 WB AM

[DRAFT]

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)



LAX Landside Access Modernization Program
 Draft EIR

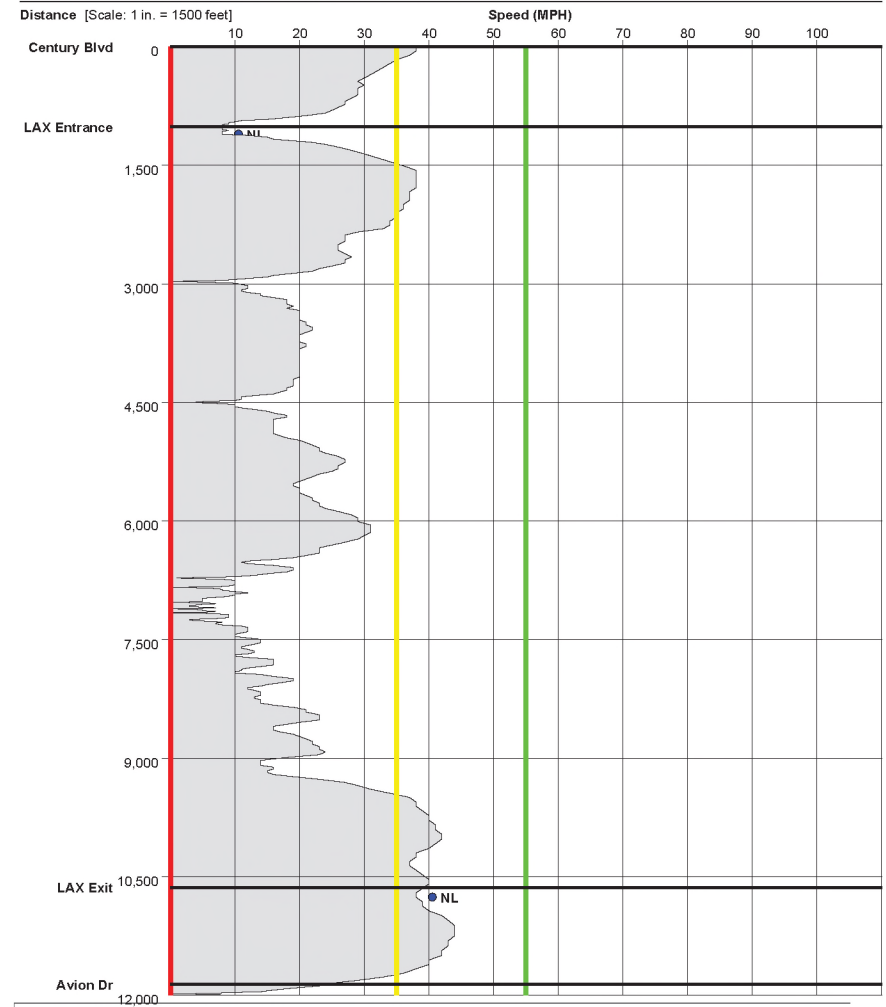
NDS
14-5504 Depart
 WB AM

[DRAFT]

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)



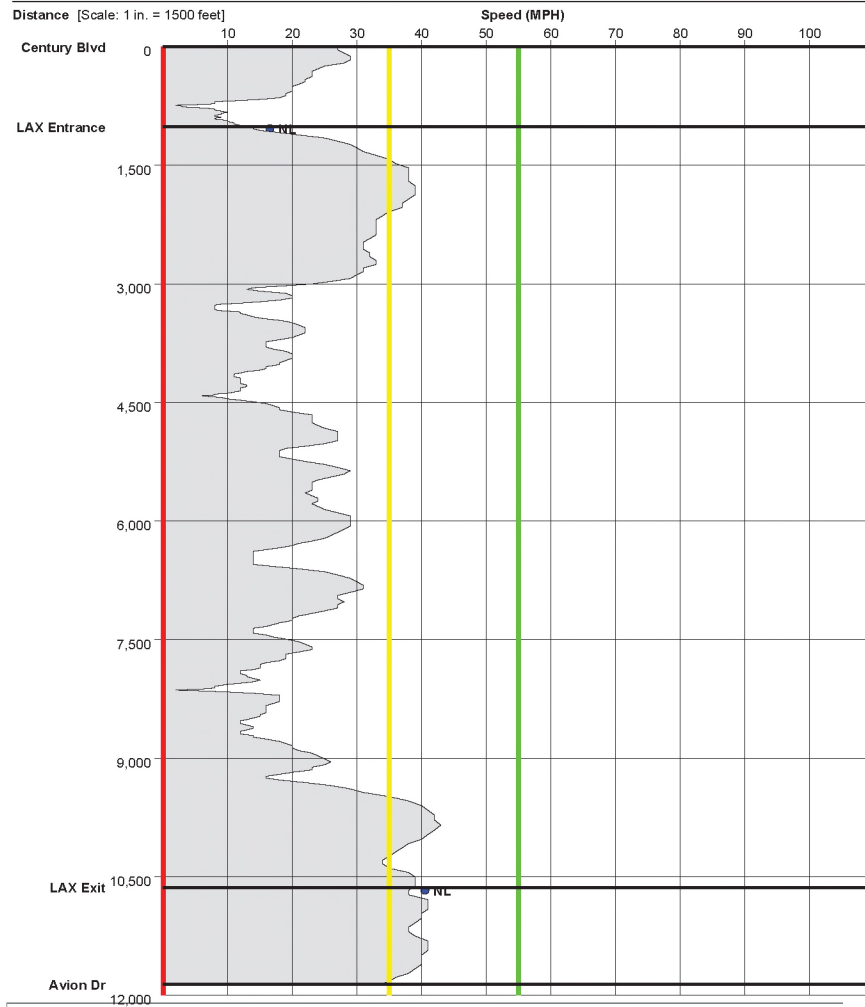
LAX Landside Access Modernization Program
 Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

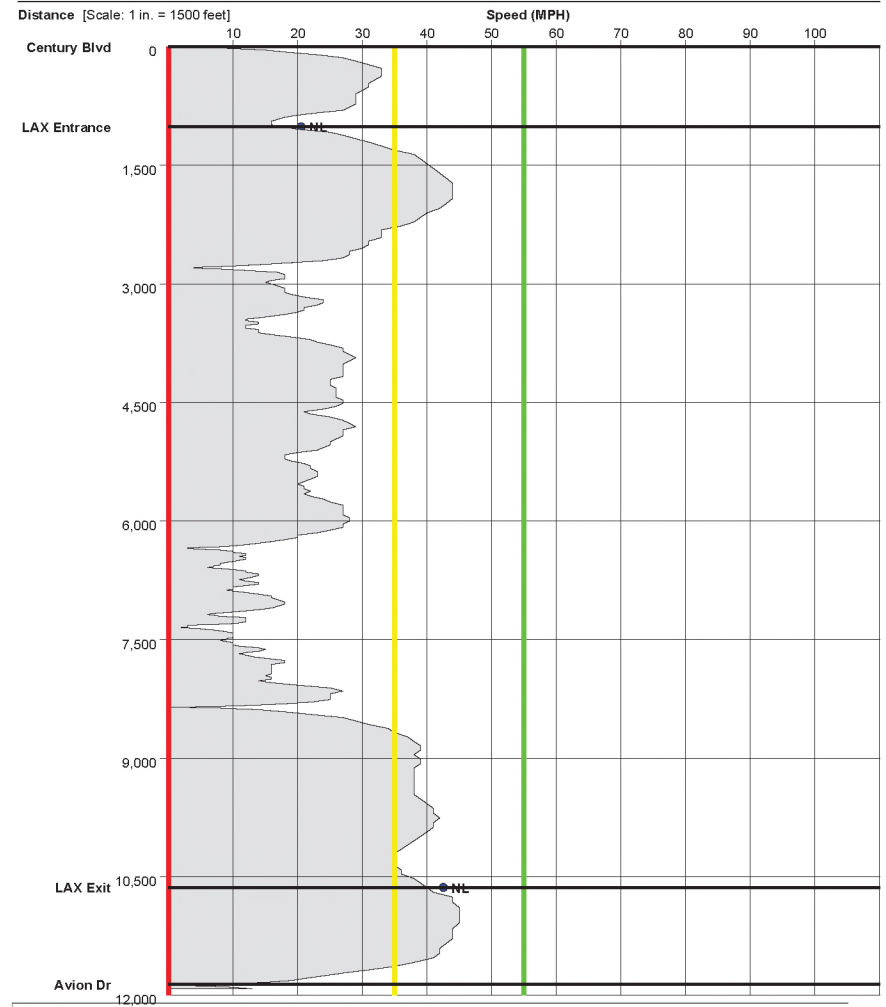
Run : 14-5504 Depart-WB-010 Start Time: 08:14 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

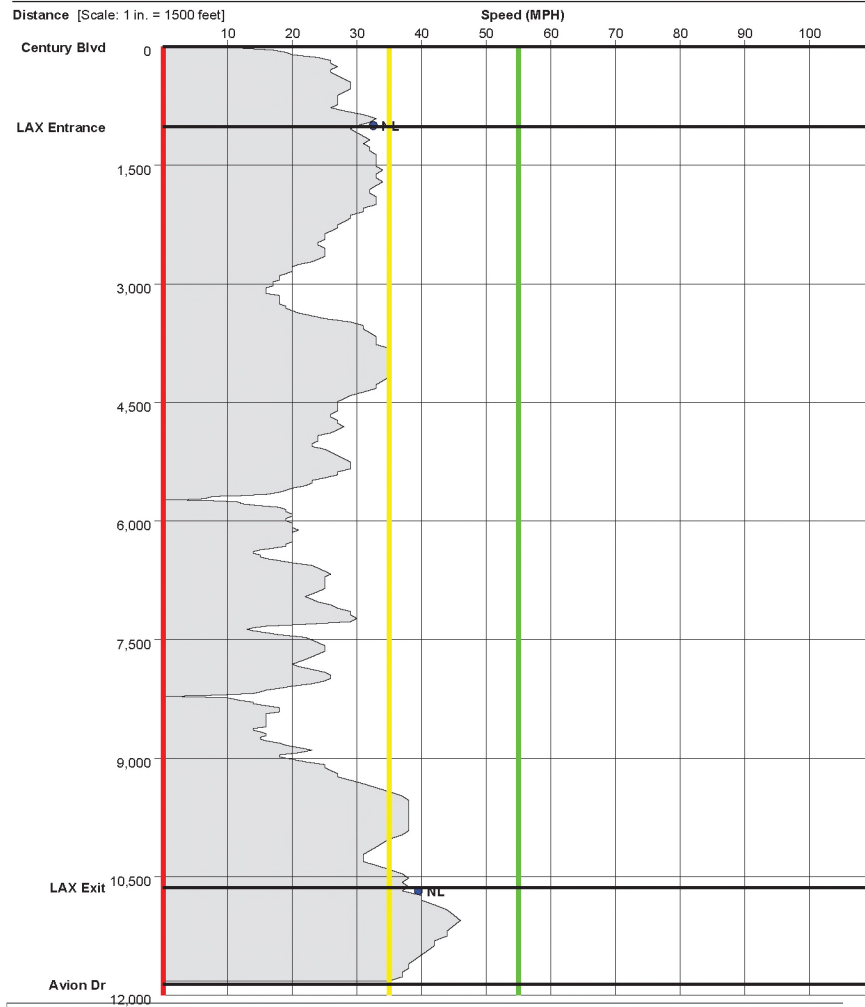
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

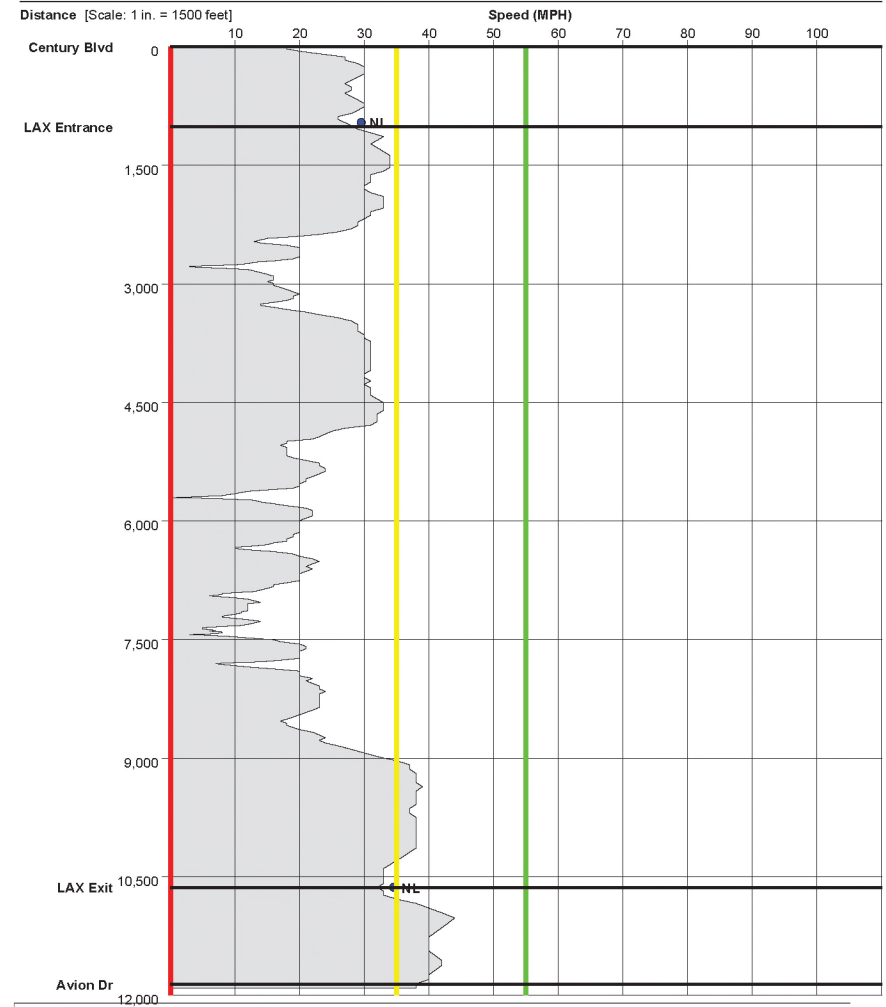
Run : 14-5504 Depart-WB-012 Start Time: 08:31 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

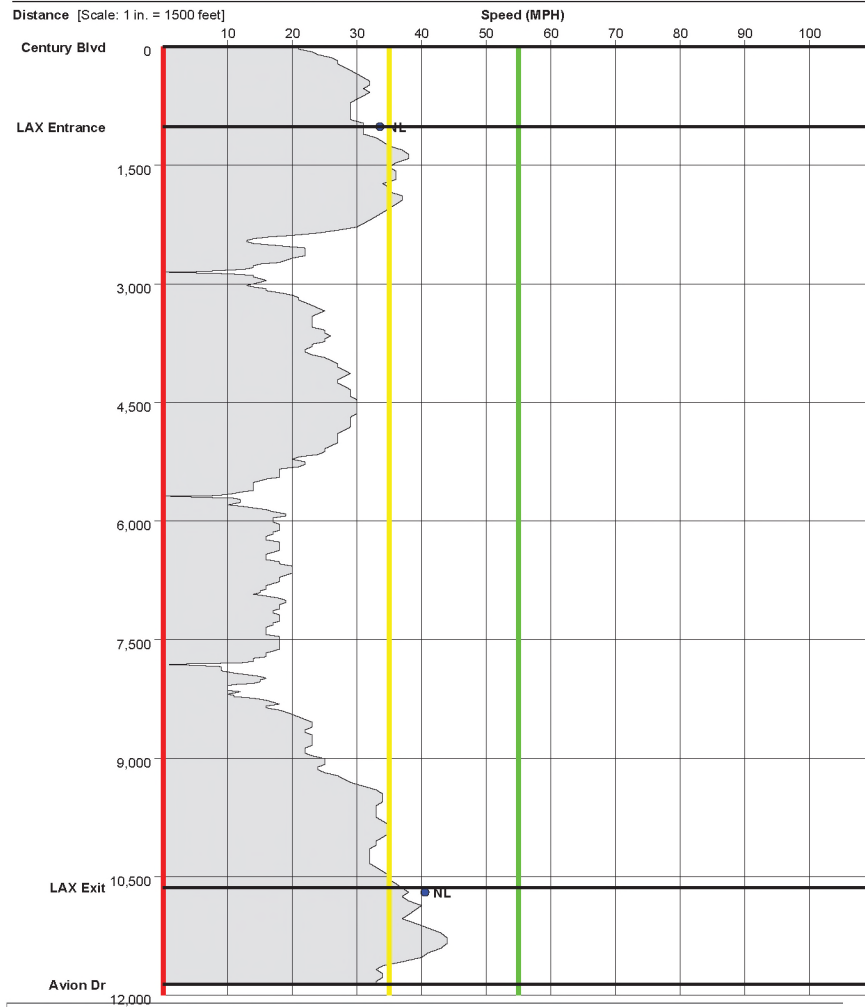
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

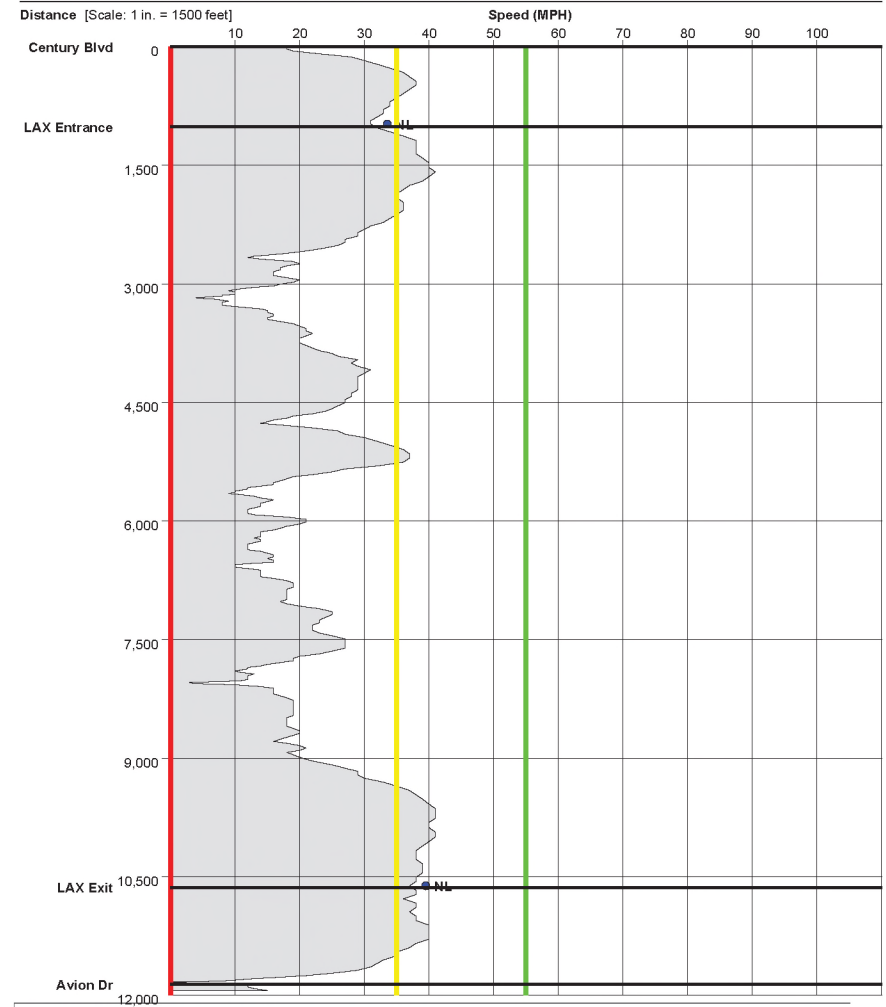
Run : 14-5504 Depart-WB-014 Start Time: 08:49 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

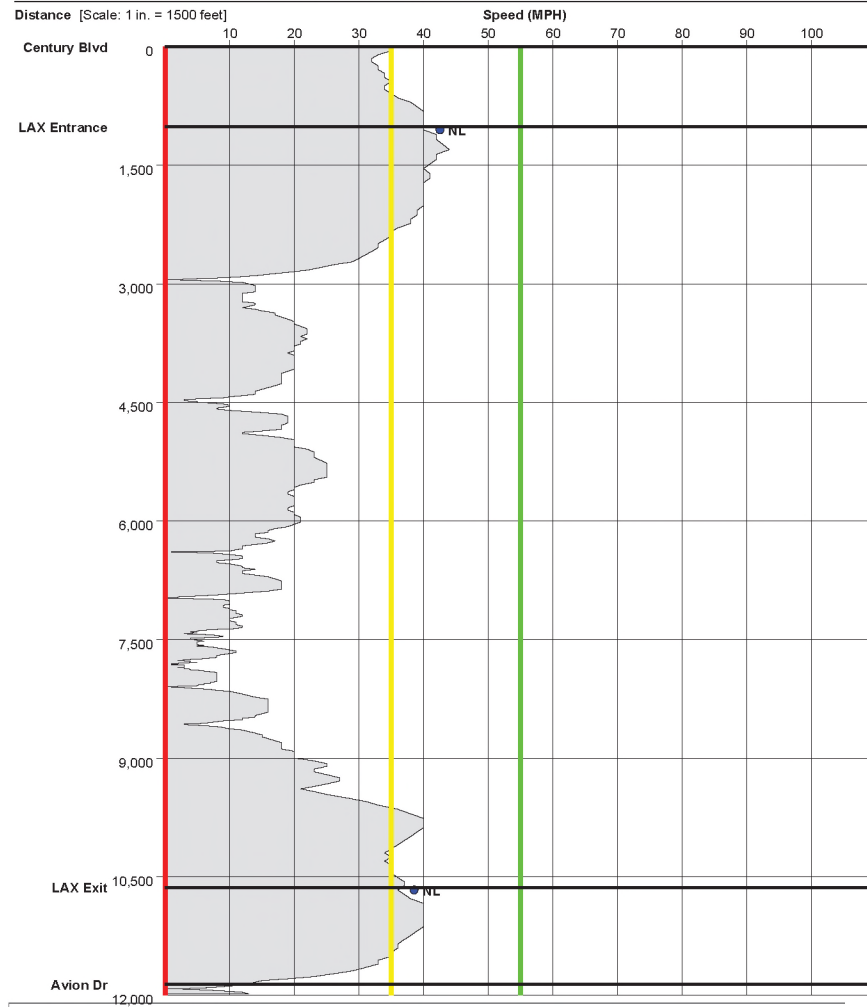
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

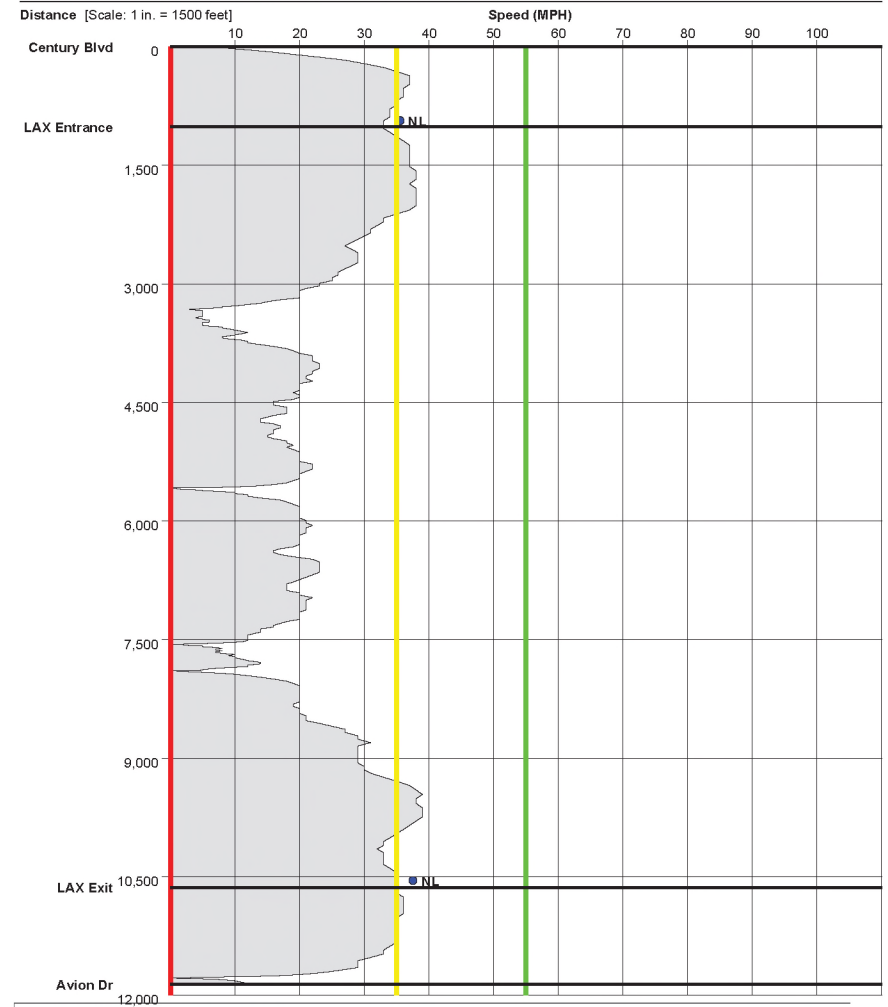
Run : 14-5504 Depart-WB-016 Start Time: 06:12 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

LAX Landside Access Modernization Program
Draft EIR

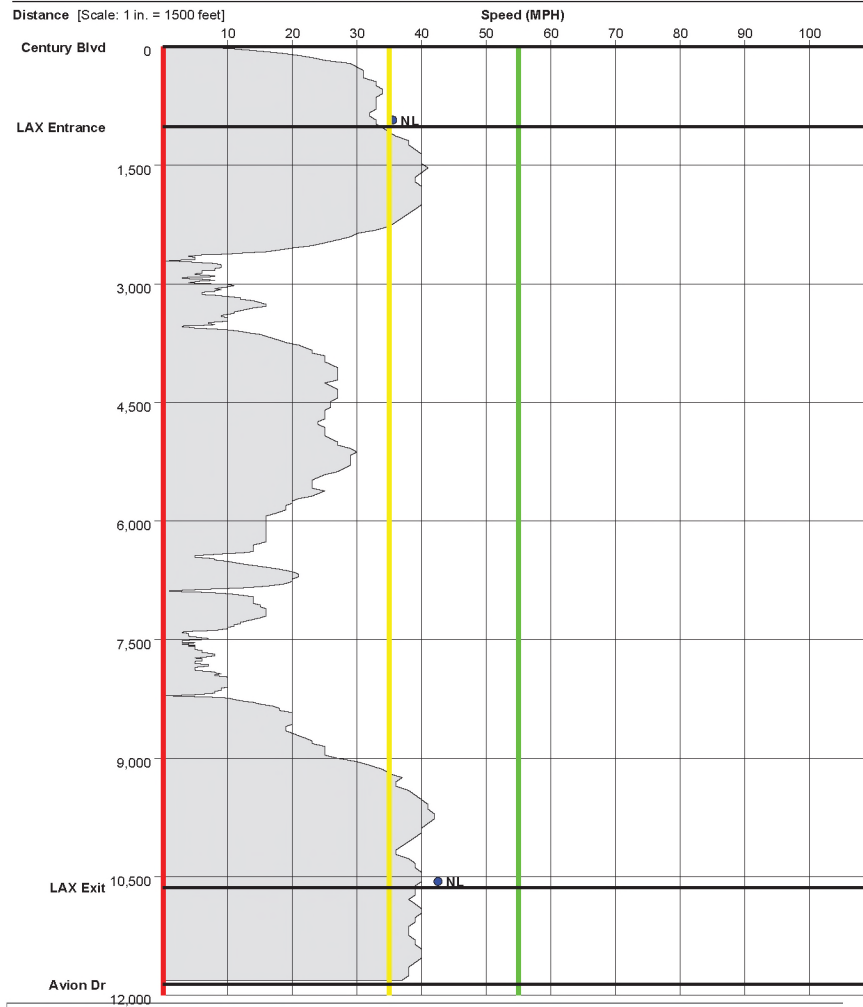
NDS
14-5504 Depart
 WB AM

[DRAFT]

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)



LAX Landside Access Modernization Program
 Draft EIR

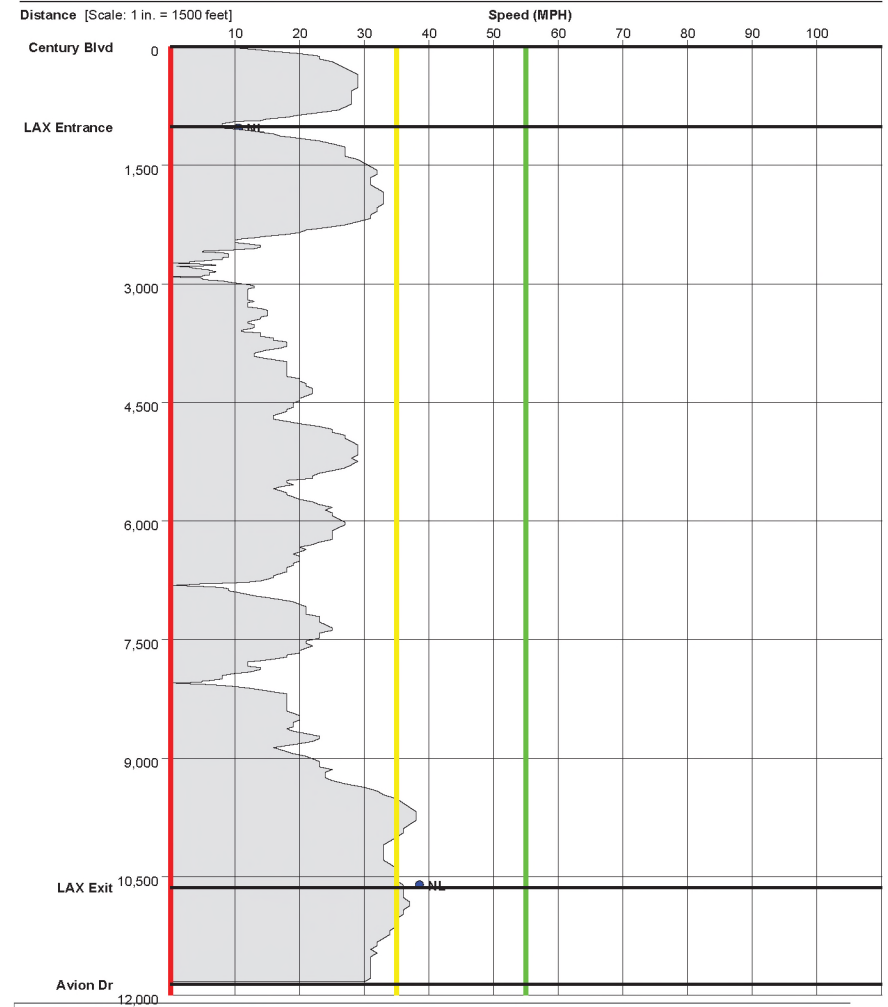
NDS
14-5504 Depart
 WB AM

[DRAFT]

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)



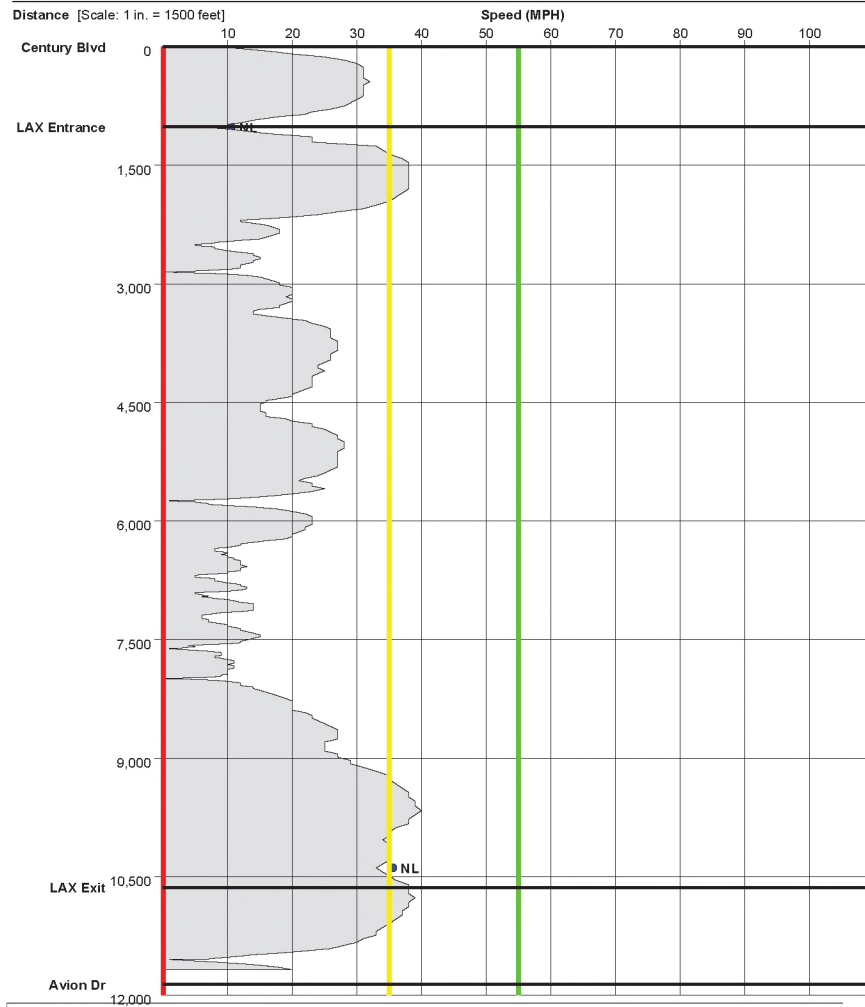
LAX Landside Access Modernization Program
 Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

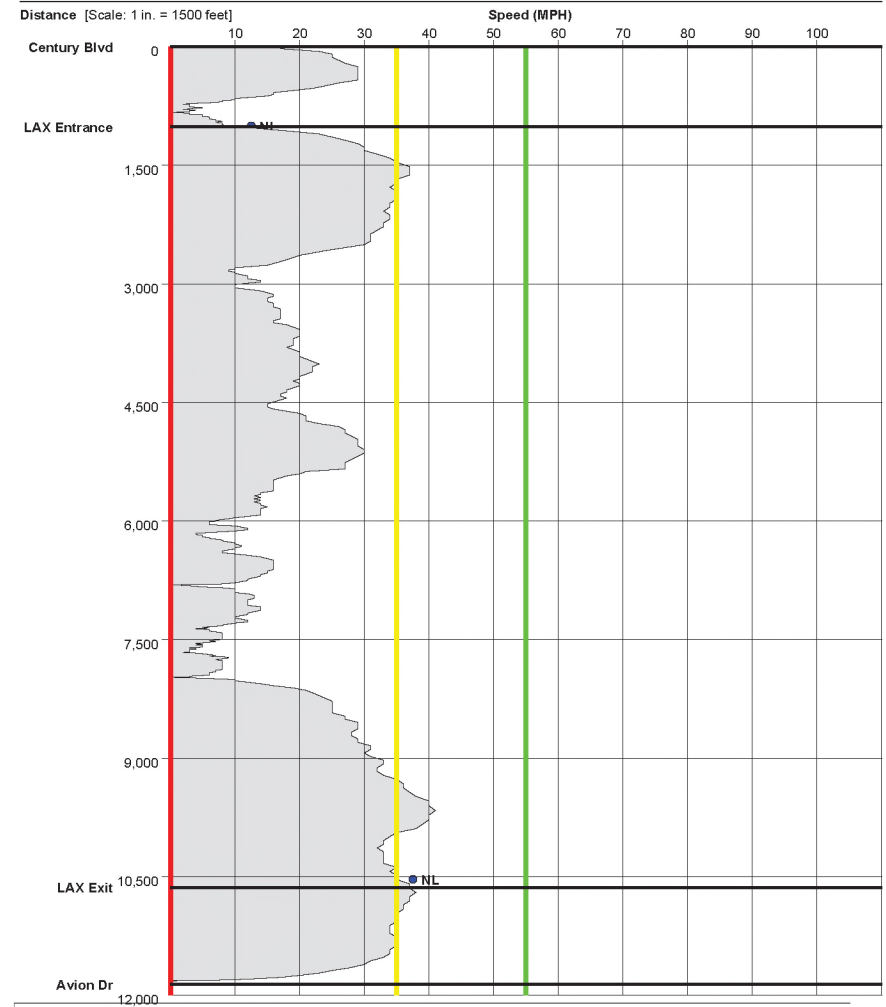
Run : 14-5504 Depart-WB-020 Start Time: 06:53 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

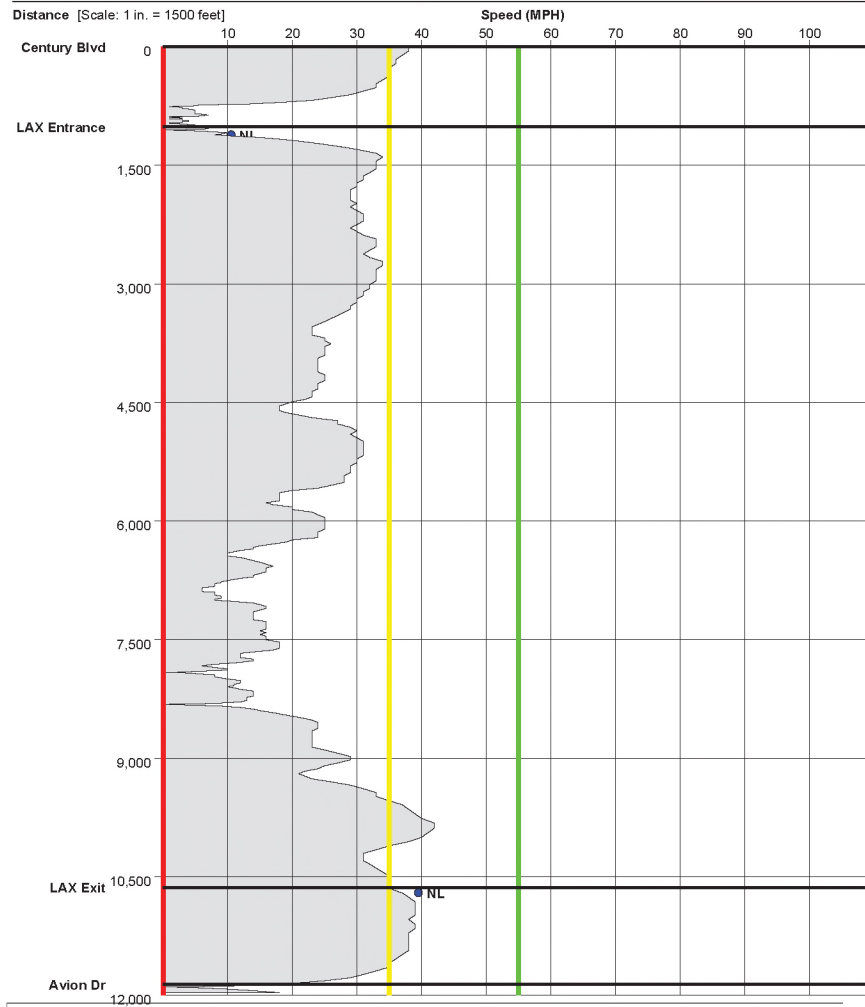
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

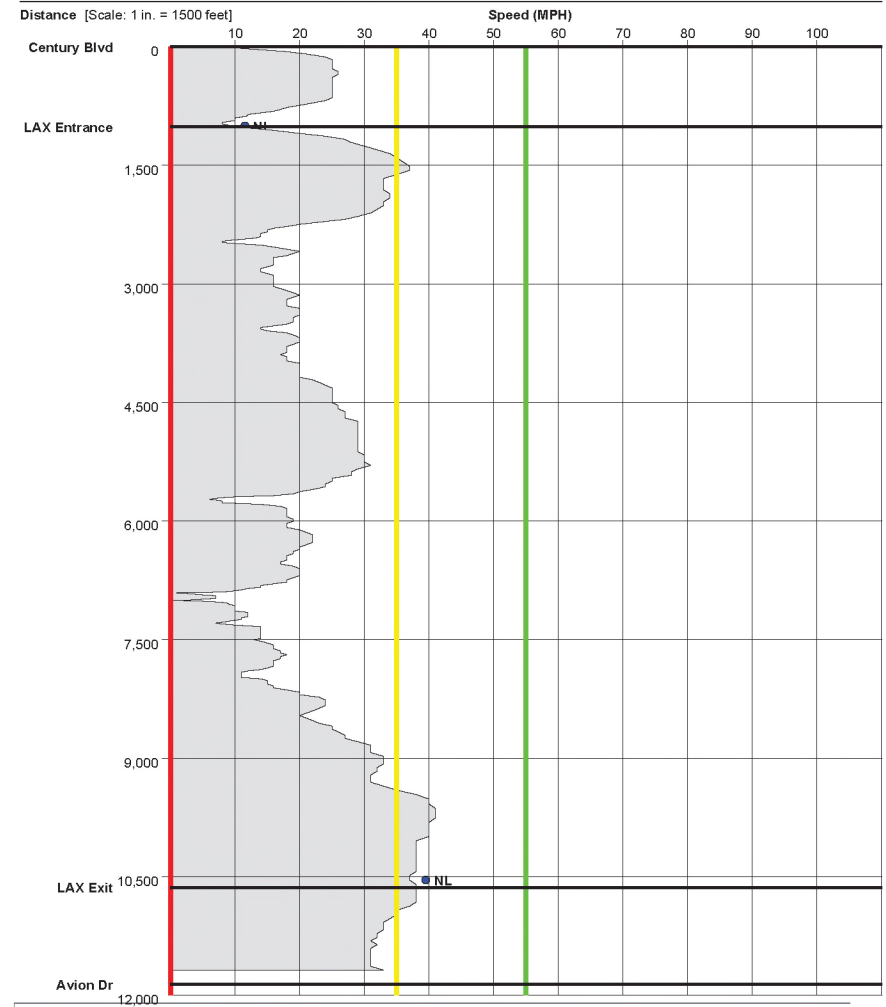
Run : 14-5504 Depart-WB-022 Start Time: 07:31 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

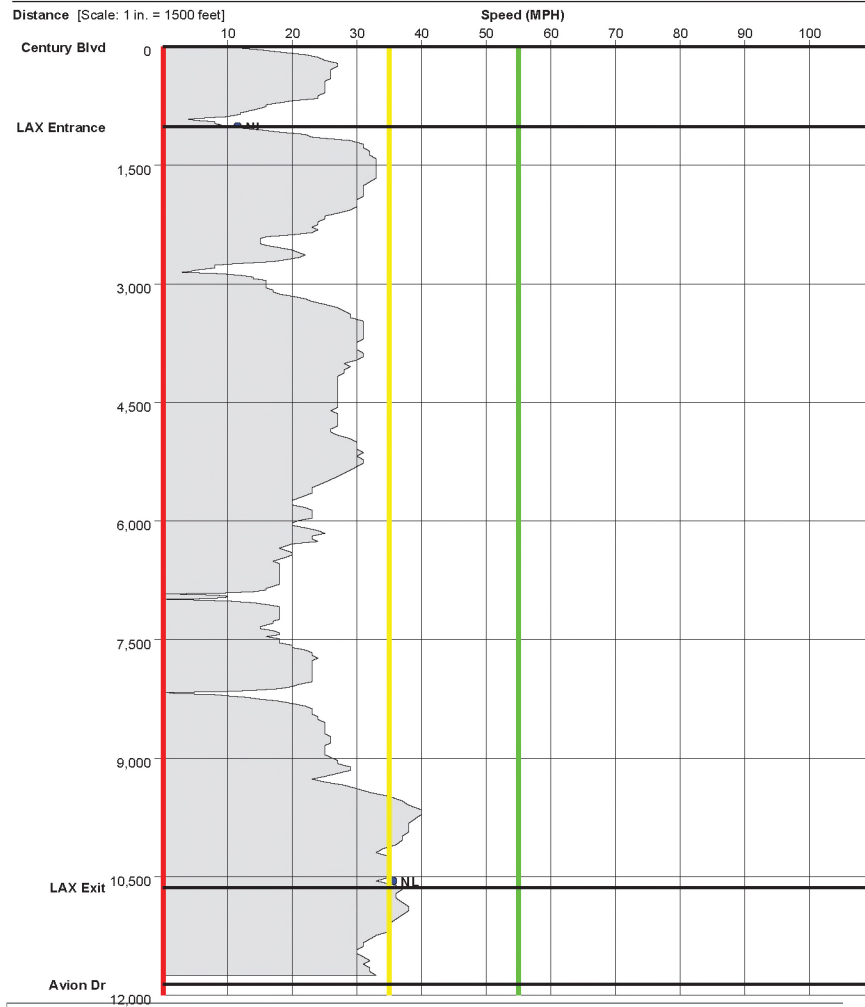
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

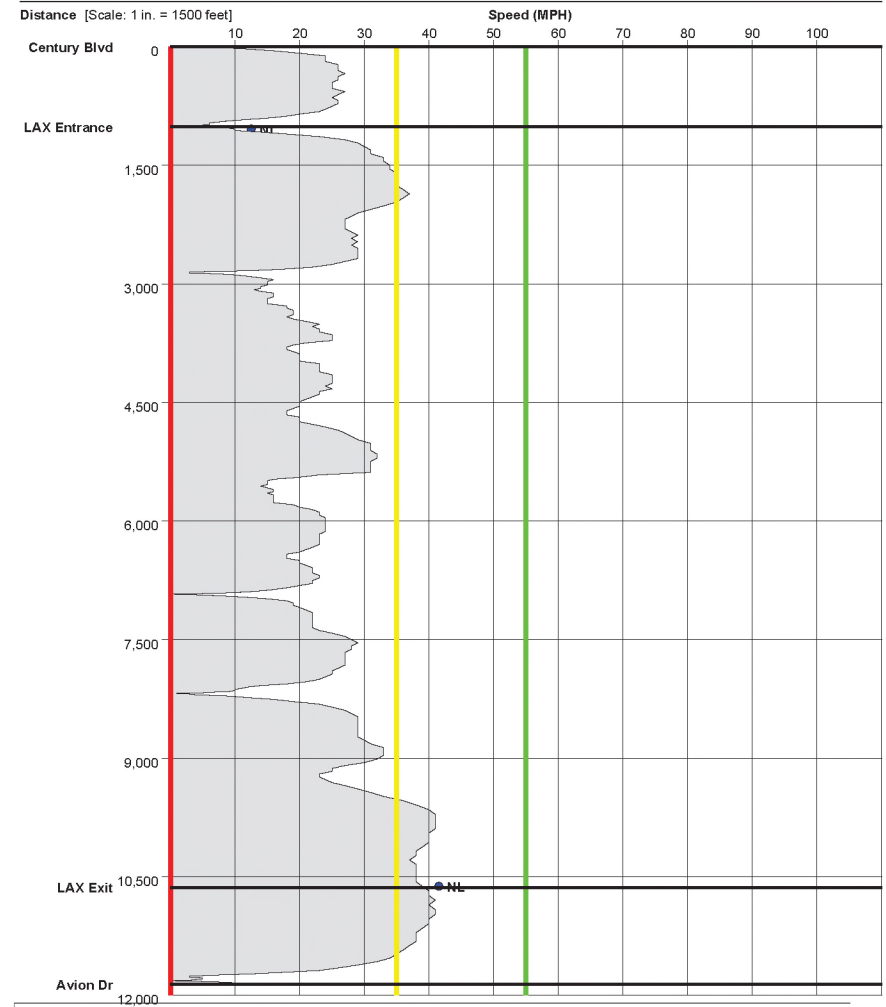
Run : 14-5504 Depart-WB-024 Start Time: 07:49 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

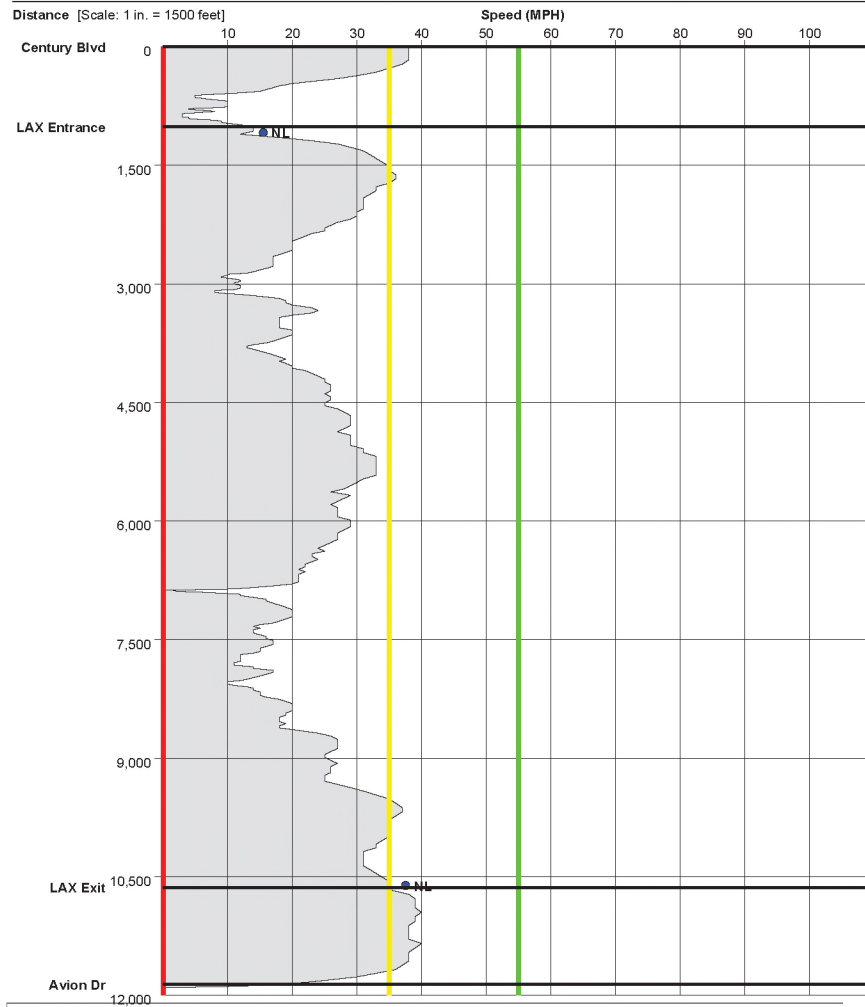
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

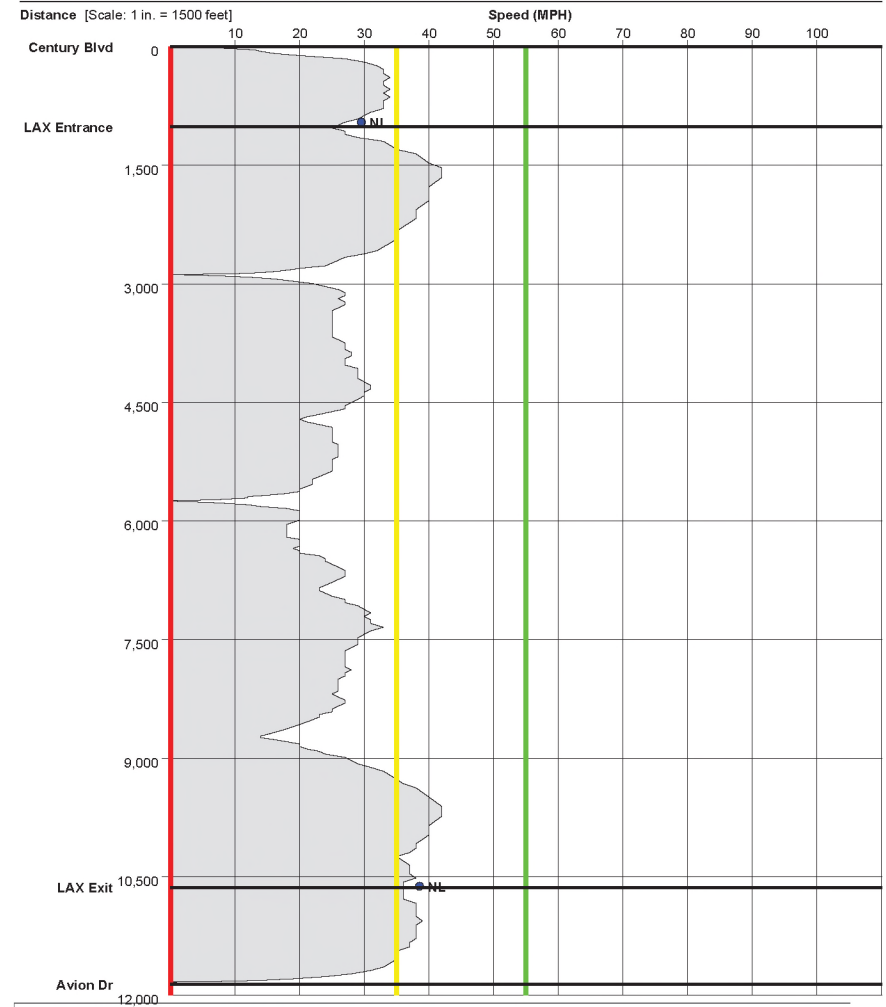
Run : 14-5504 Depart-WB-026 Start Time: 08:06 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

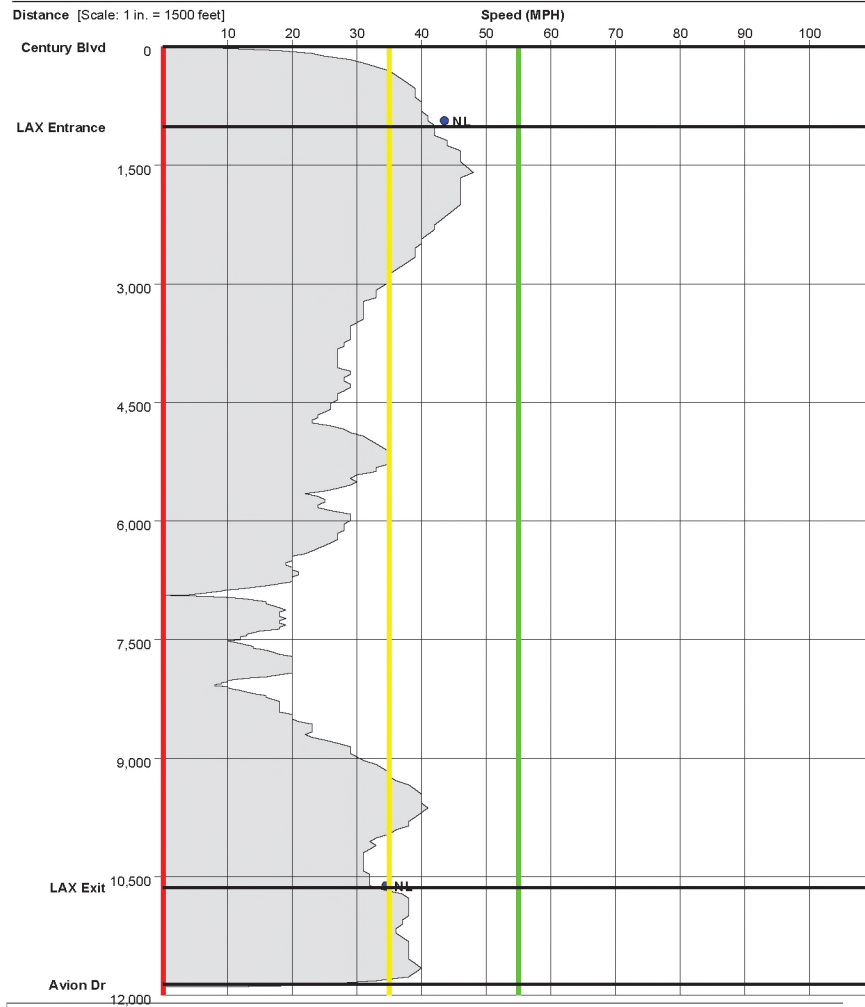
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

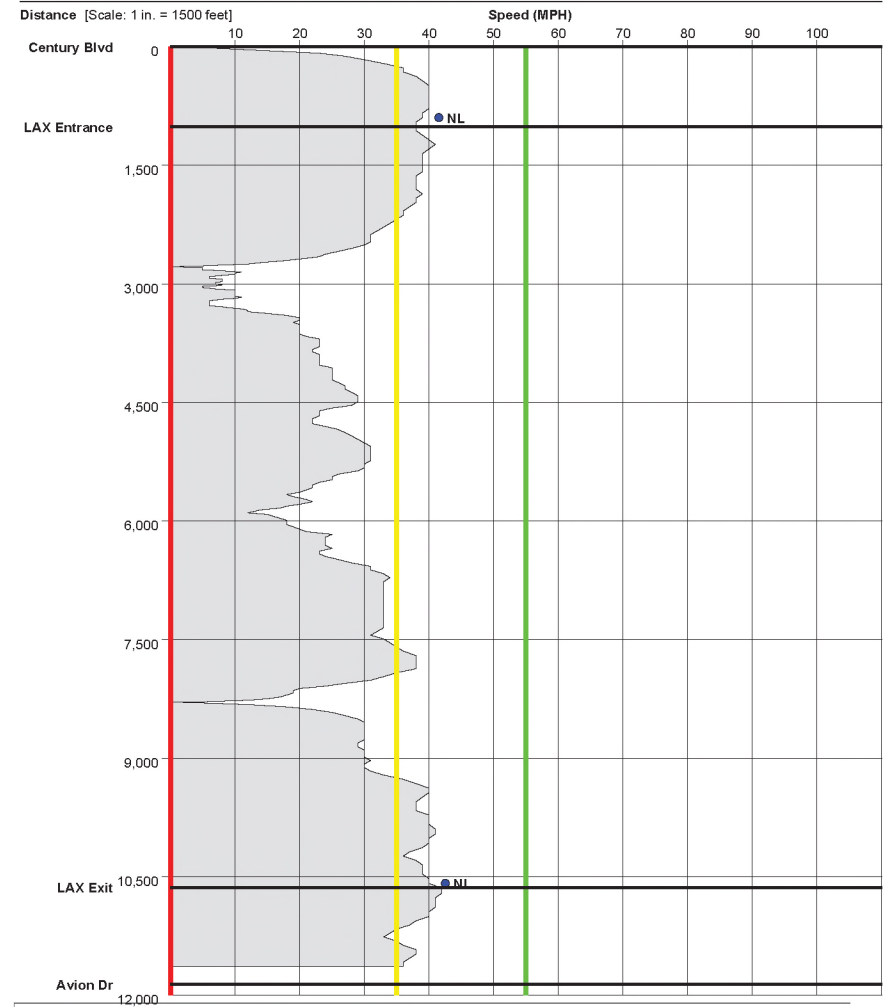
Run : 14-5504 Depart-WB-028 Start Time: 08:25 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

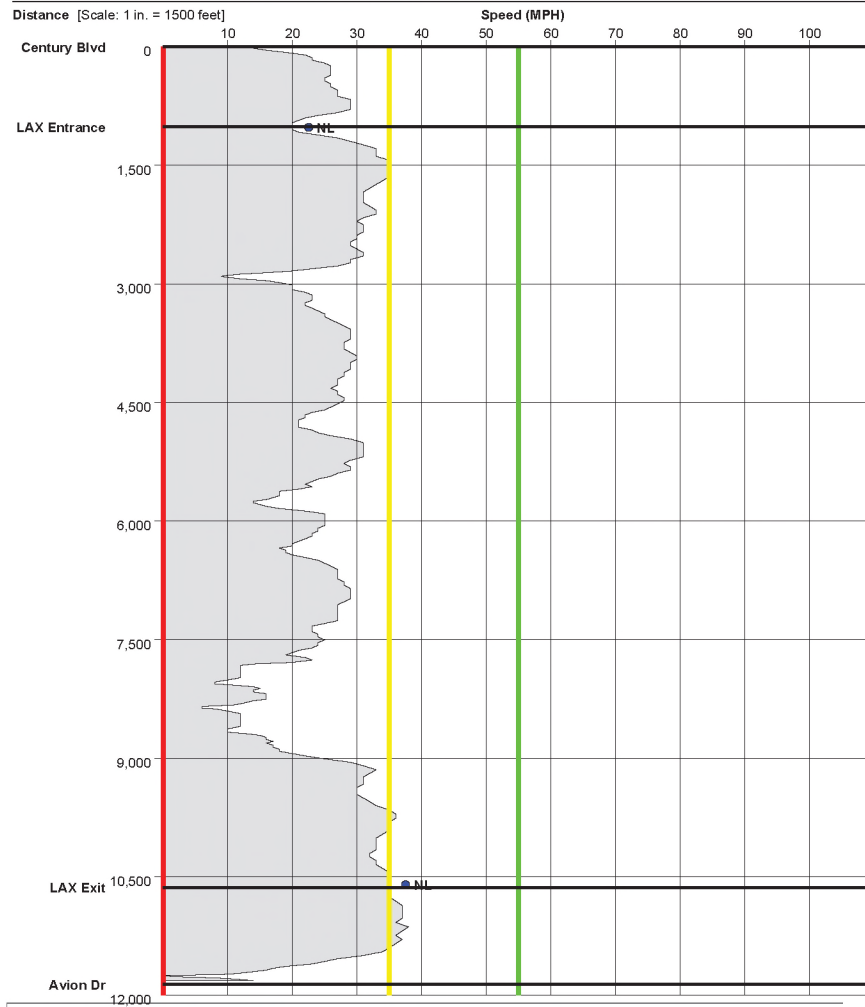
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

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

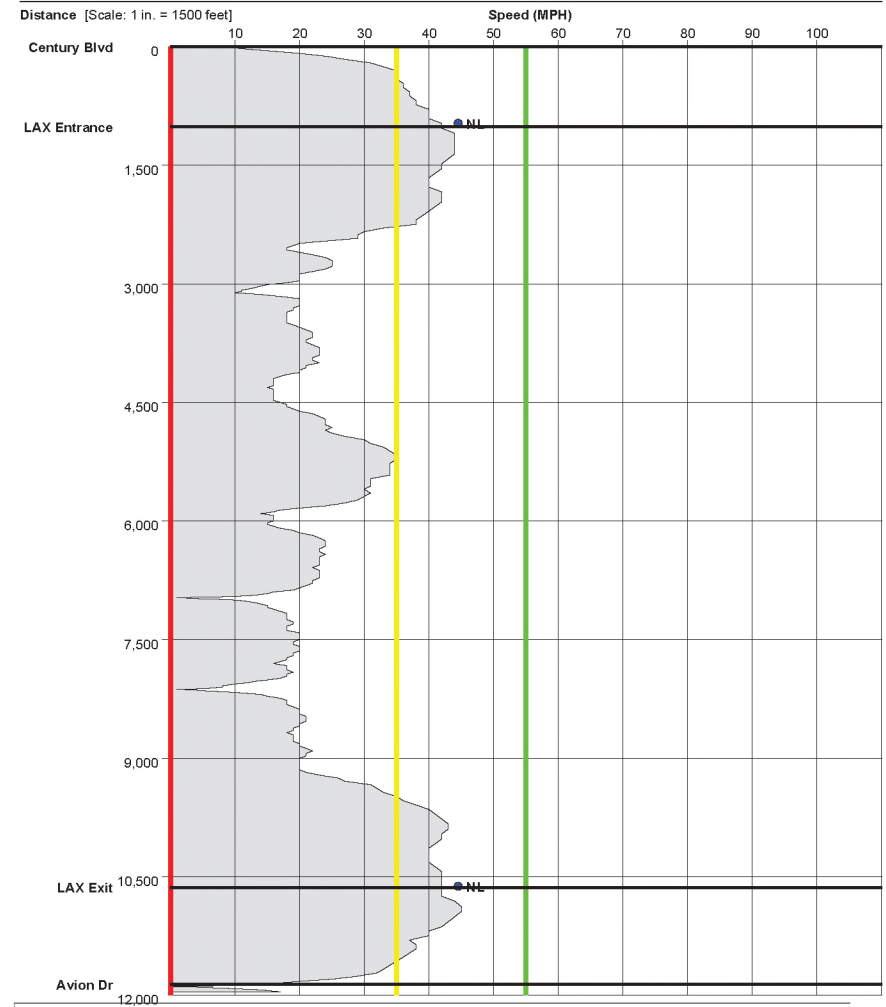
Run : 14-5504 Depart-WB-030 Start Time: 08:42 (This is a Before Run)

LAX Landside Access Modernization Program
Draft EIR**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

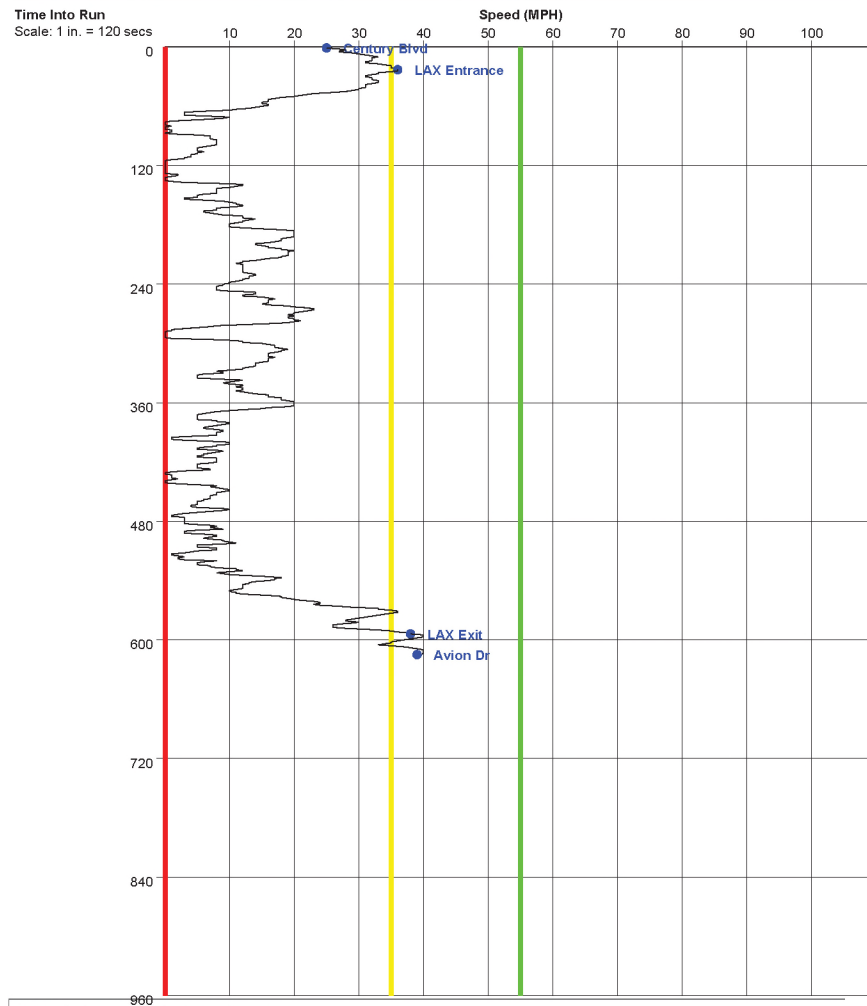
LAX Landside Access Modernization Program
Draft EIR

NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 67**Time-Based Speed Profile**

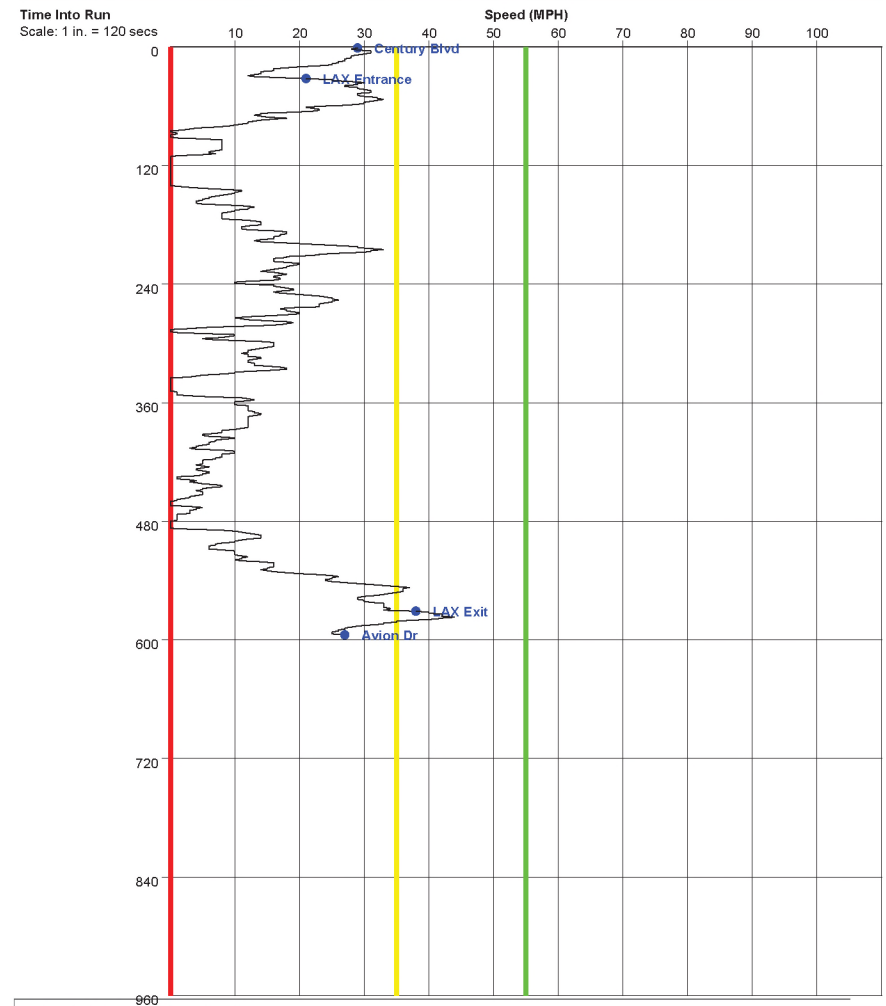
Run : 14-5504 Depart-WB-001 Start Time:06:07 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

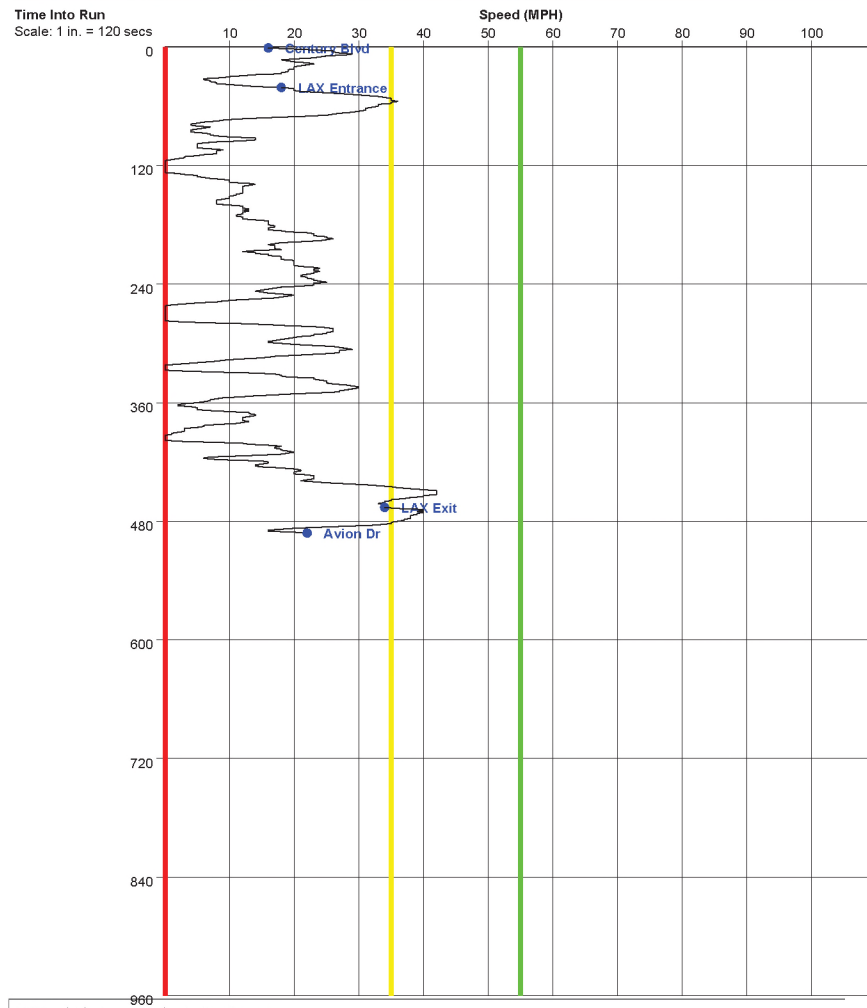


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 69**Time-Based Speed Profile**

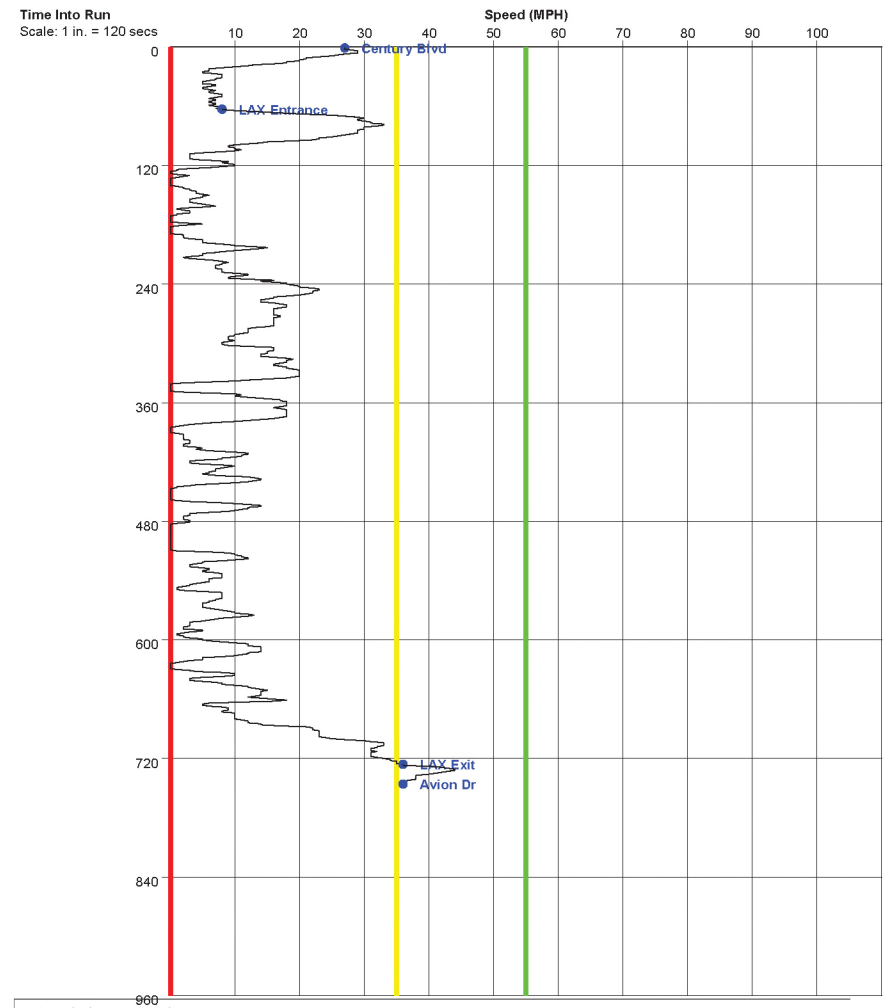
Run : 14-5504 Depart-WB-003 Start Time:06:39 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

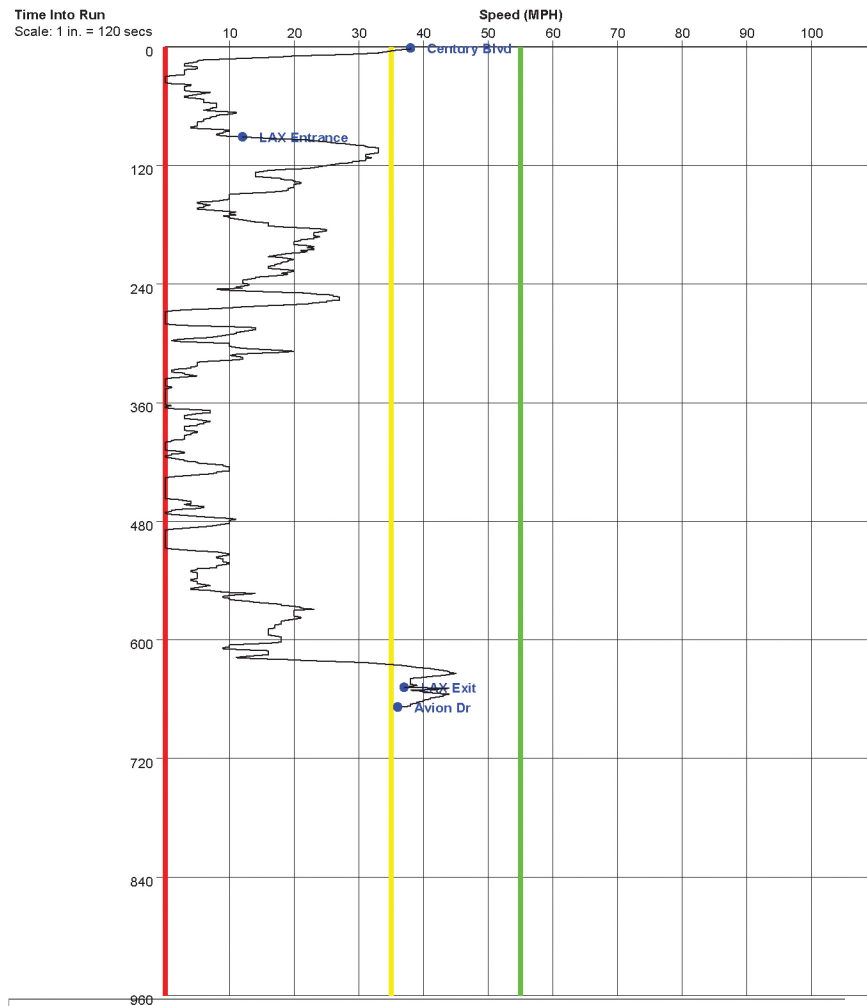


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 71**Time-Based Speed Profile**

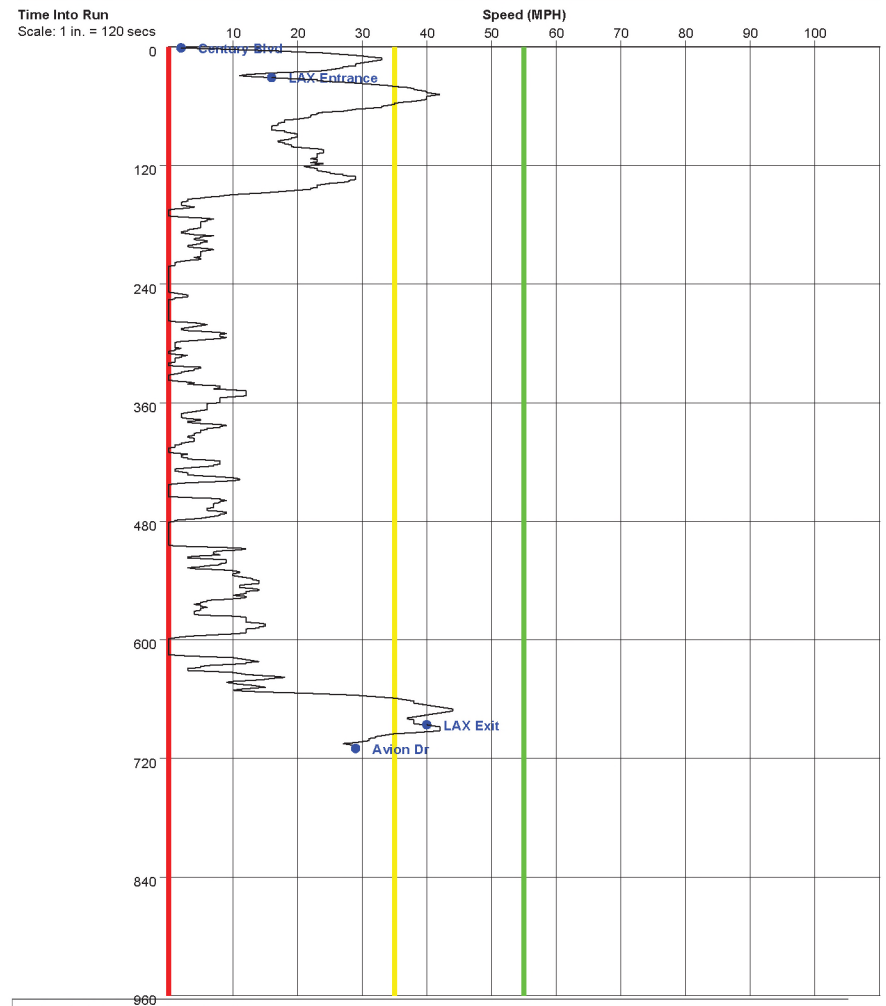
Run : 14-5504 Depart-WB-005 Start Time:07:06 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)



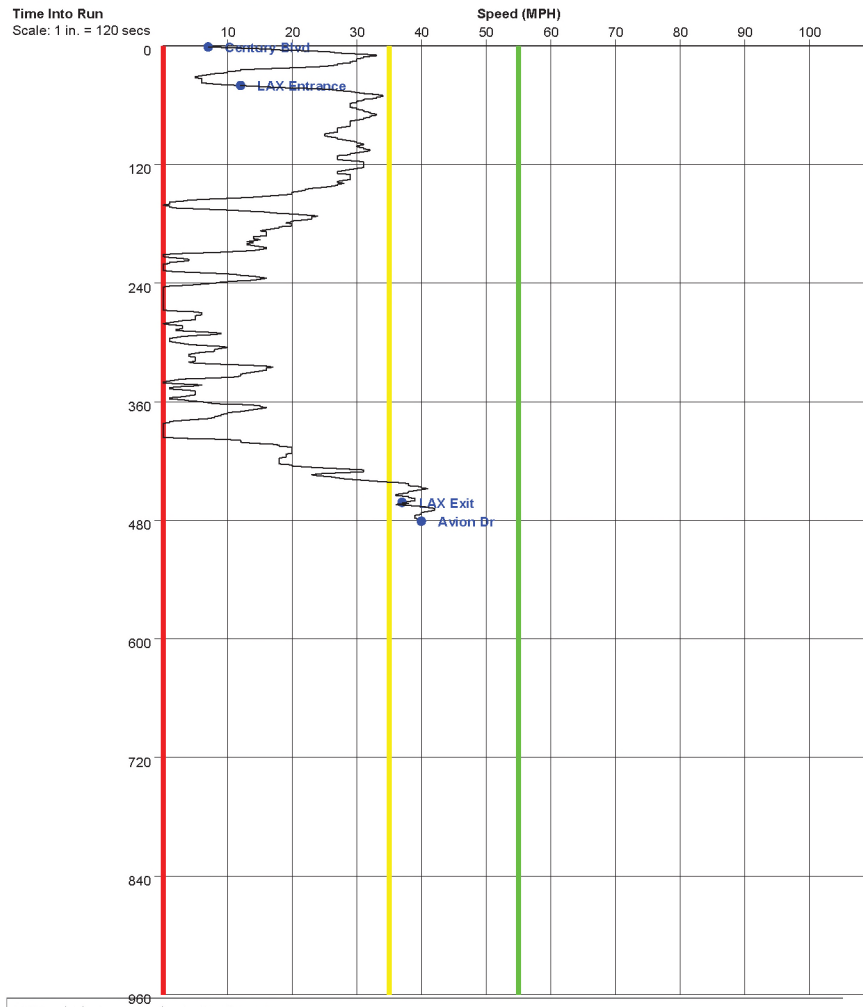
NDS
14-5504 Depart
WB AM

[DRAFT]

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)



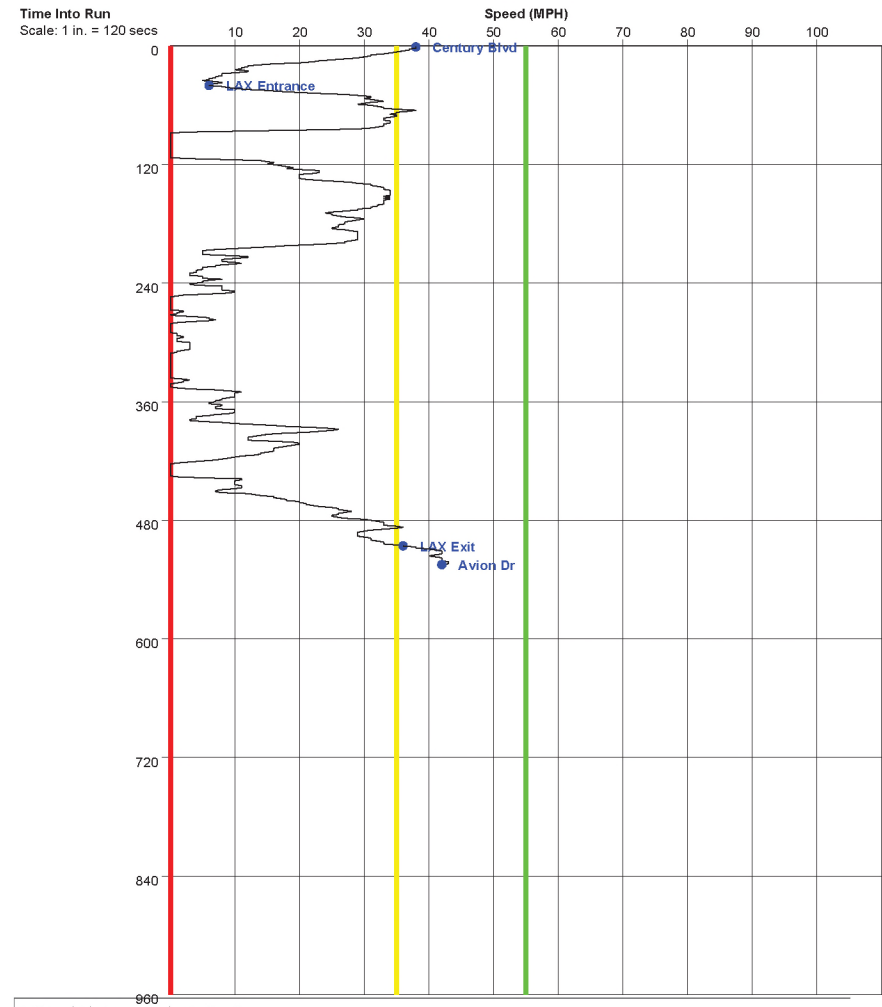
NDS
14-5504 Depart
WB AM

[DRAFT]

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)

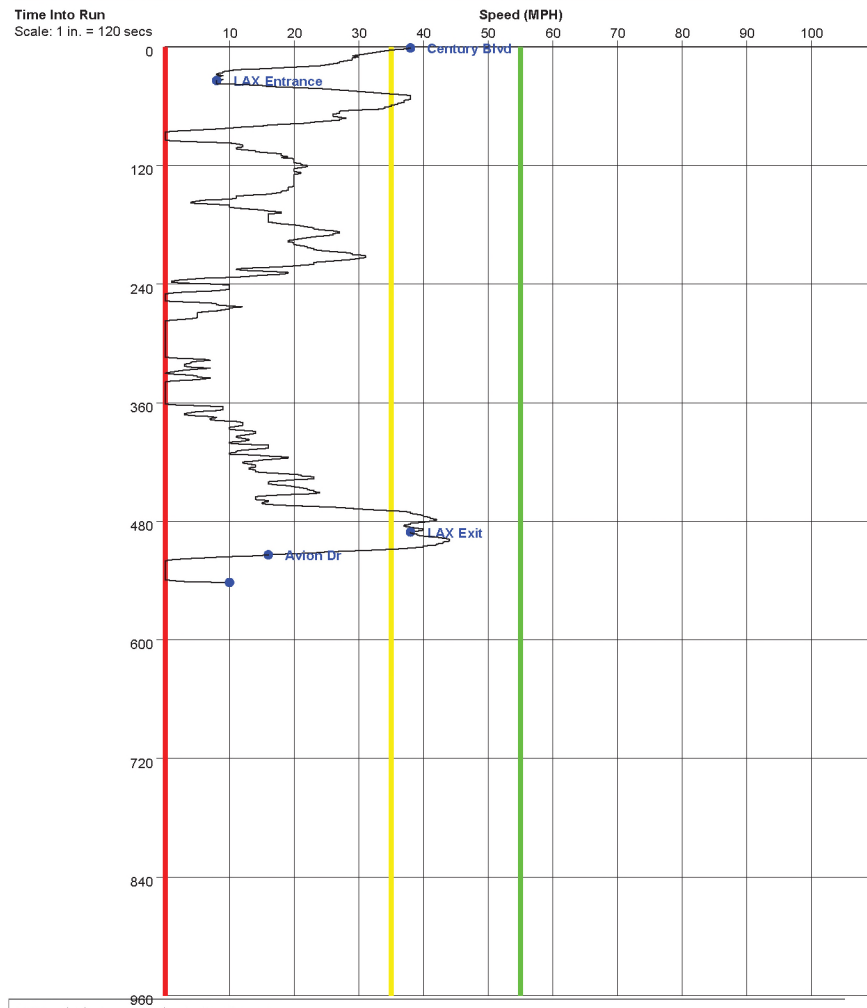


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 75**Time-Based Speed Profile**

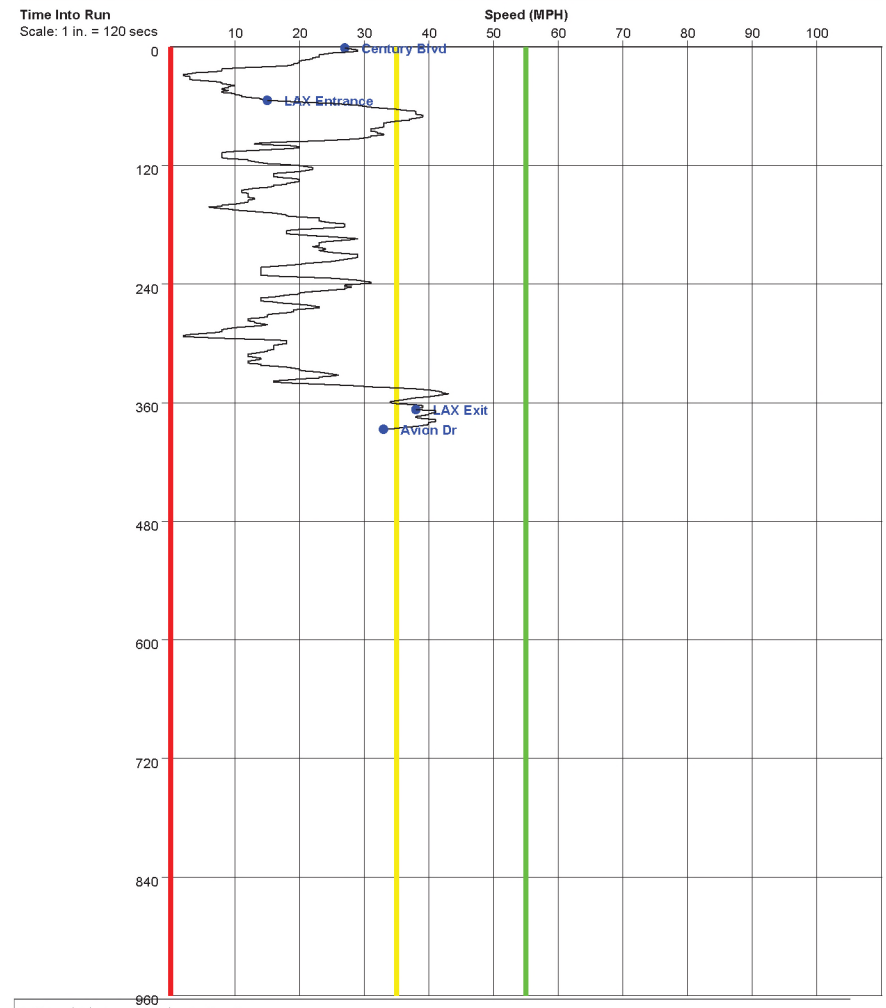
Run : 14-5504 Depart-WB-009 Start Time:07:53 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

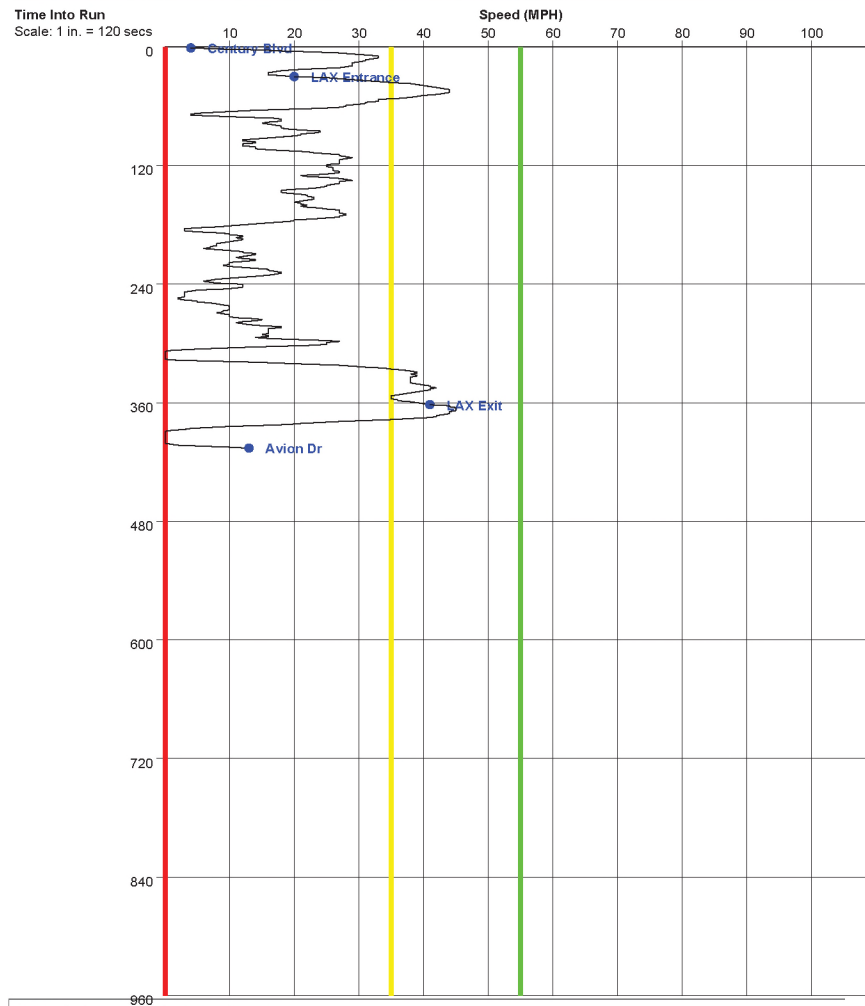


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 77**Time-Based Speed Profile**

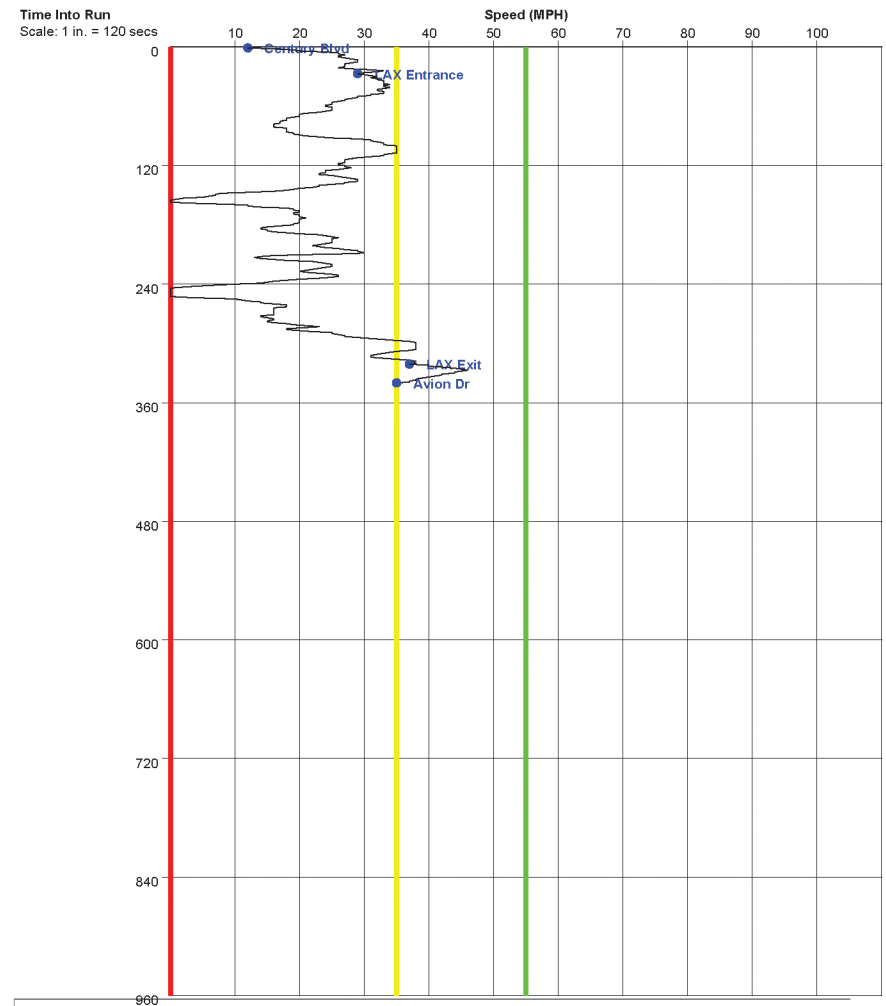
Run : 14-5504 Depart-WB-011 Start Time:08:22 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

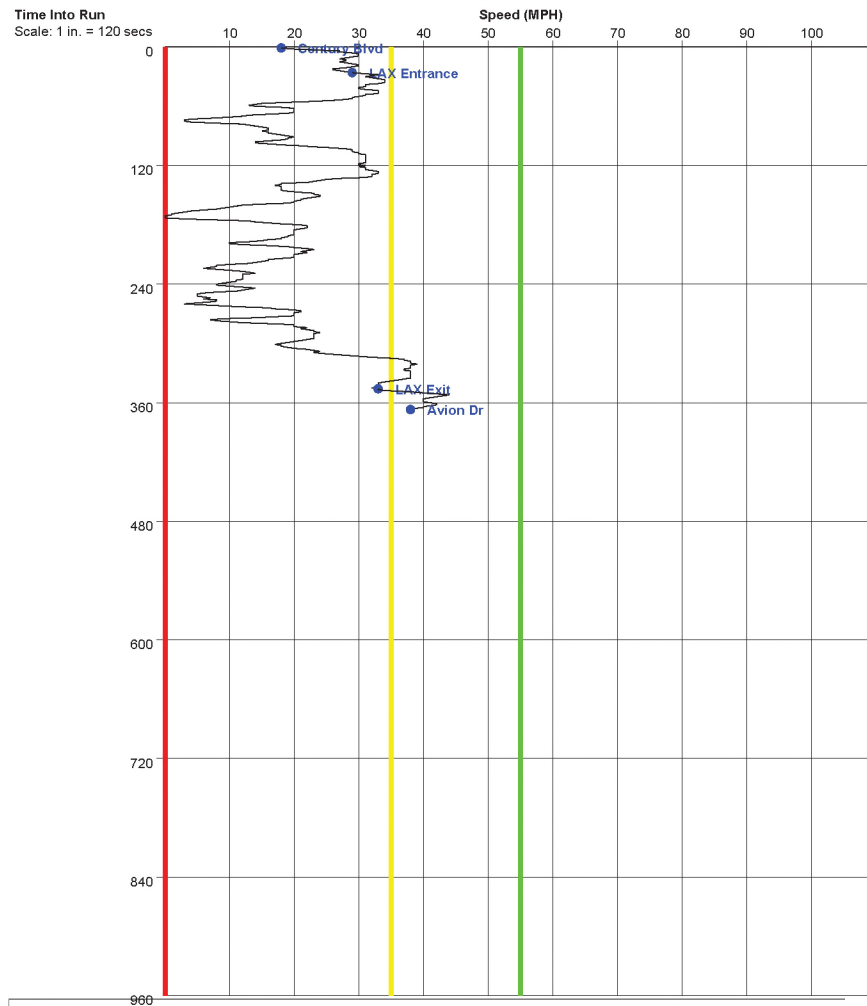


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 79**Time-Based Speed Profile**

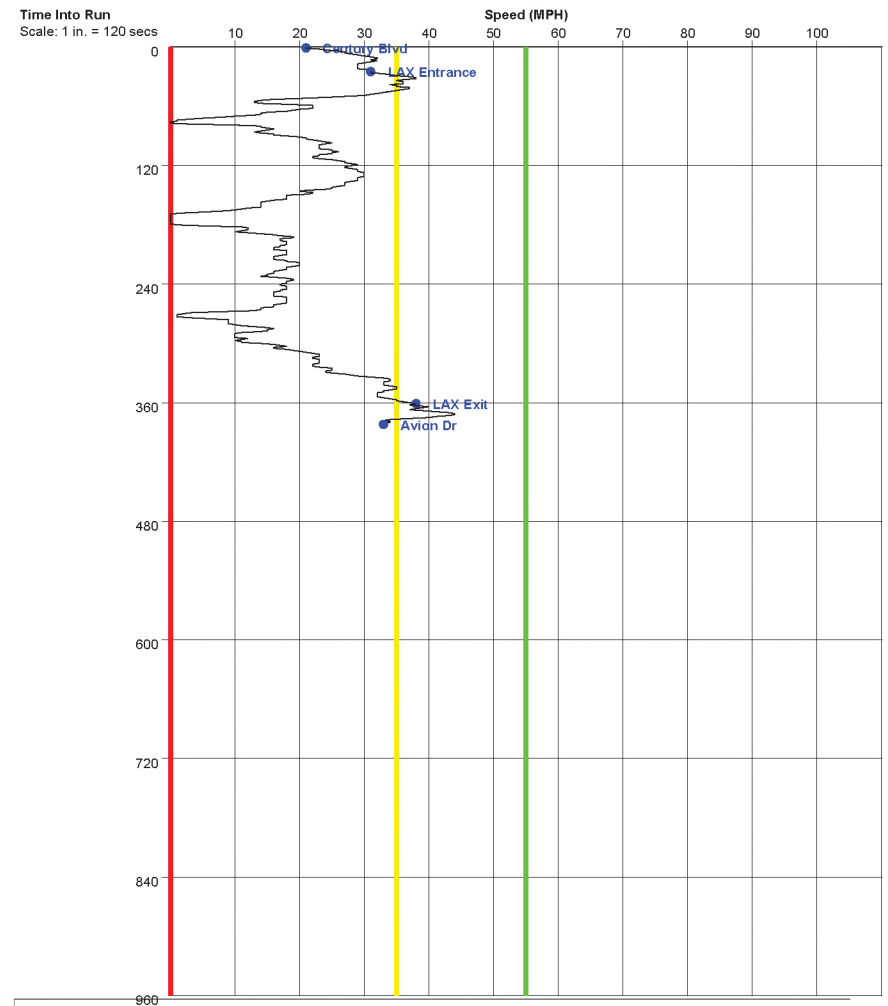
Run : 14-5504 Depart-WB-013 Start Time:08:40 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

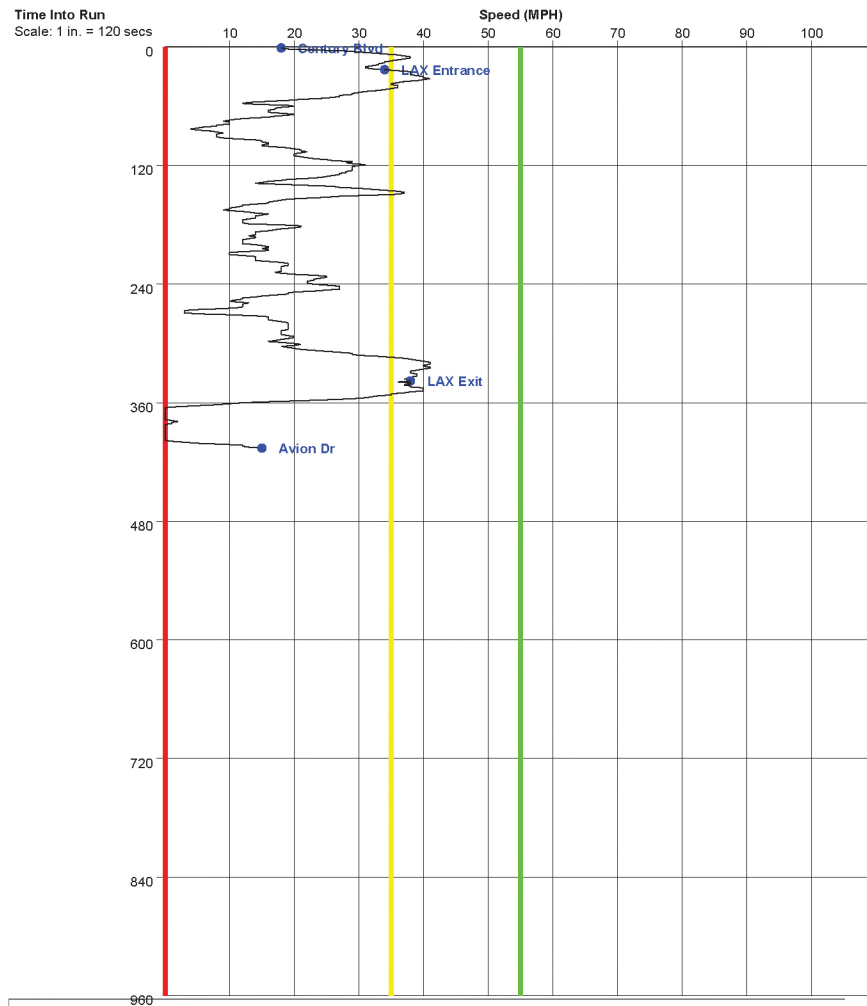


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 81**Time-Based Speed Profile**

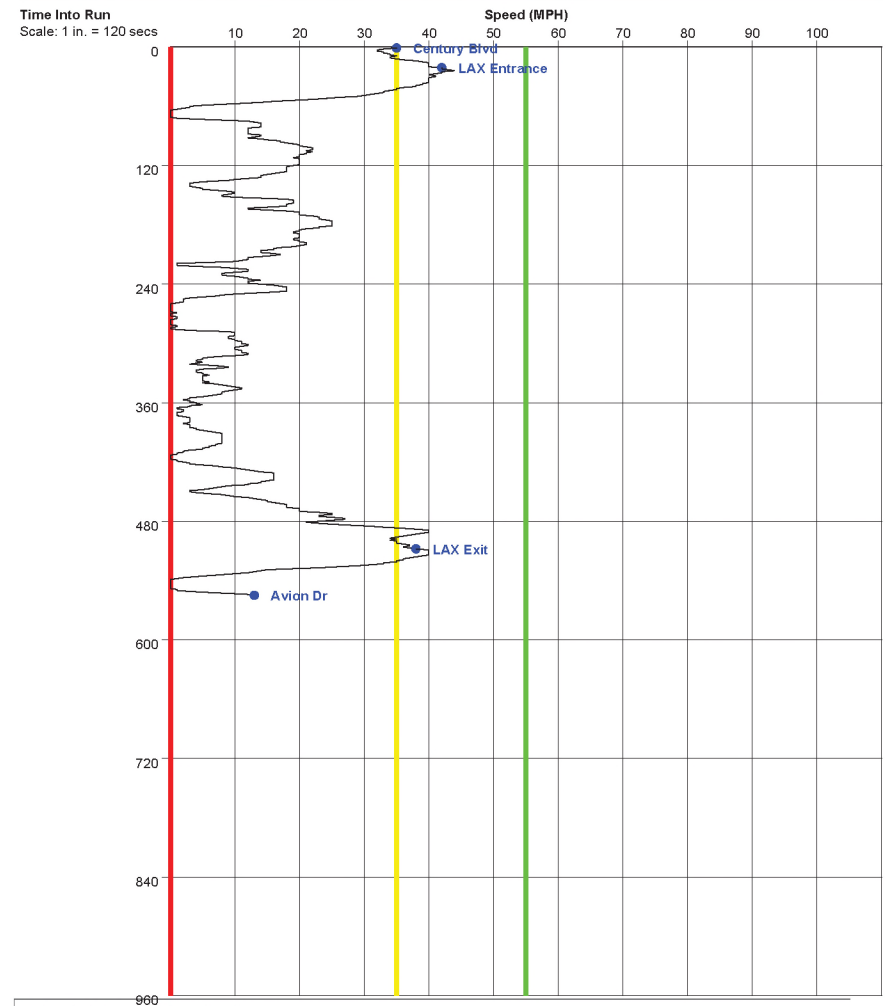
Run : 14-5504 Depart-WB-015 Start Time:08:57 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

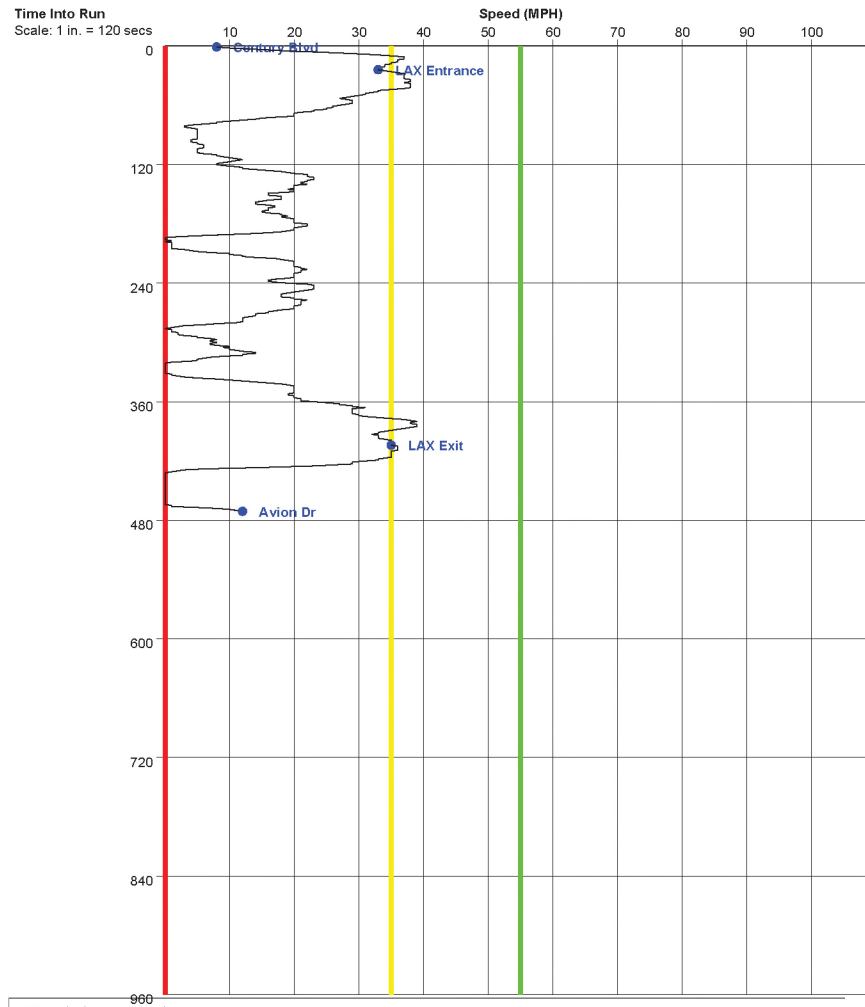


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 83**Time-Based Speed Profile**

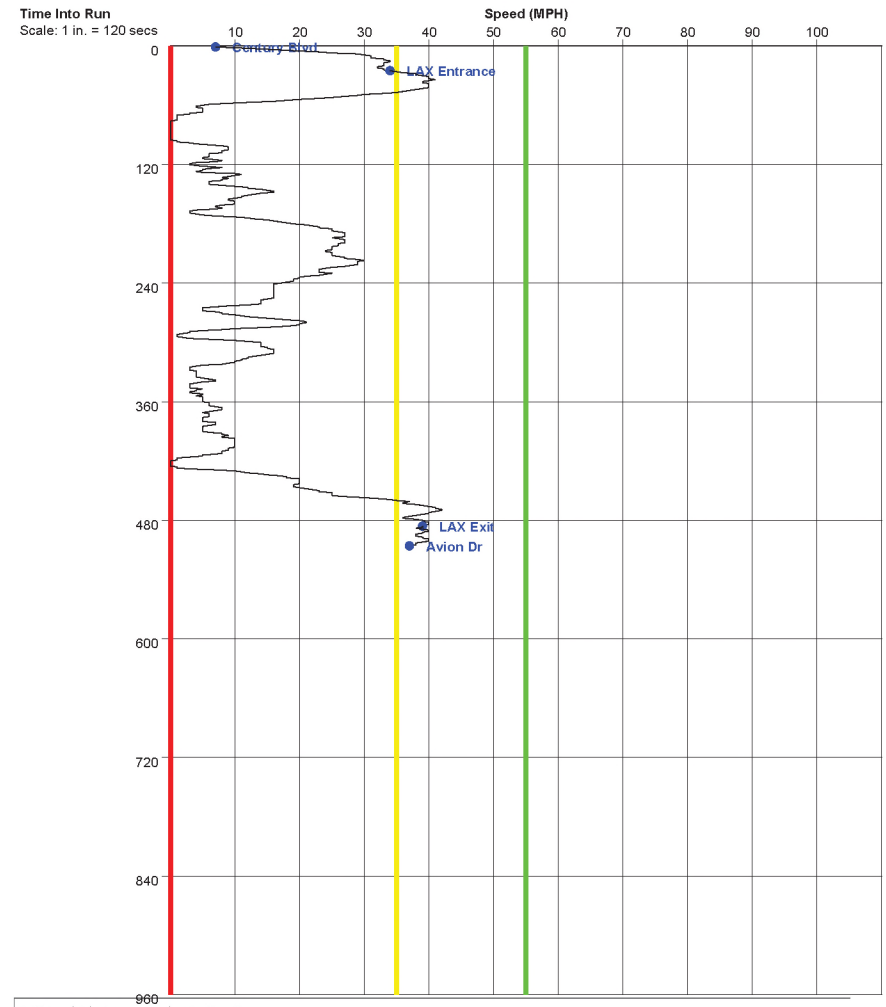
Run : 14-5504 Depart-WB-017 Start Time:06:23 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

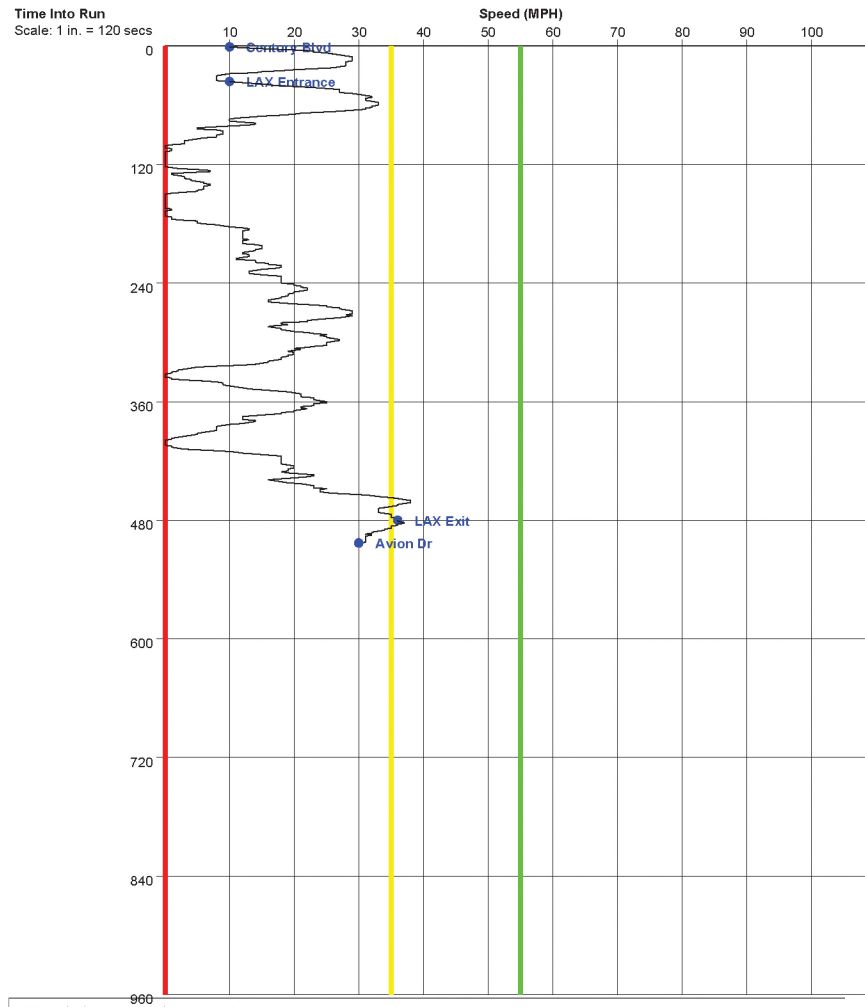


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 85**Time-Based Speed Profile**

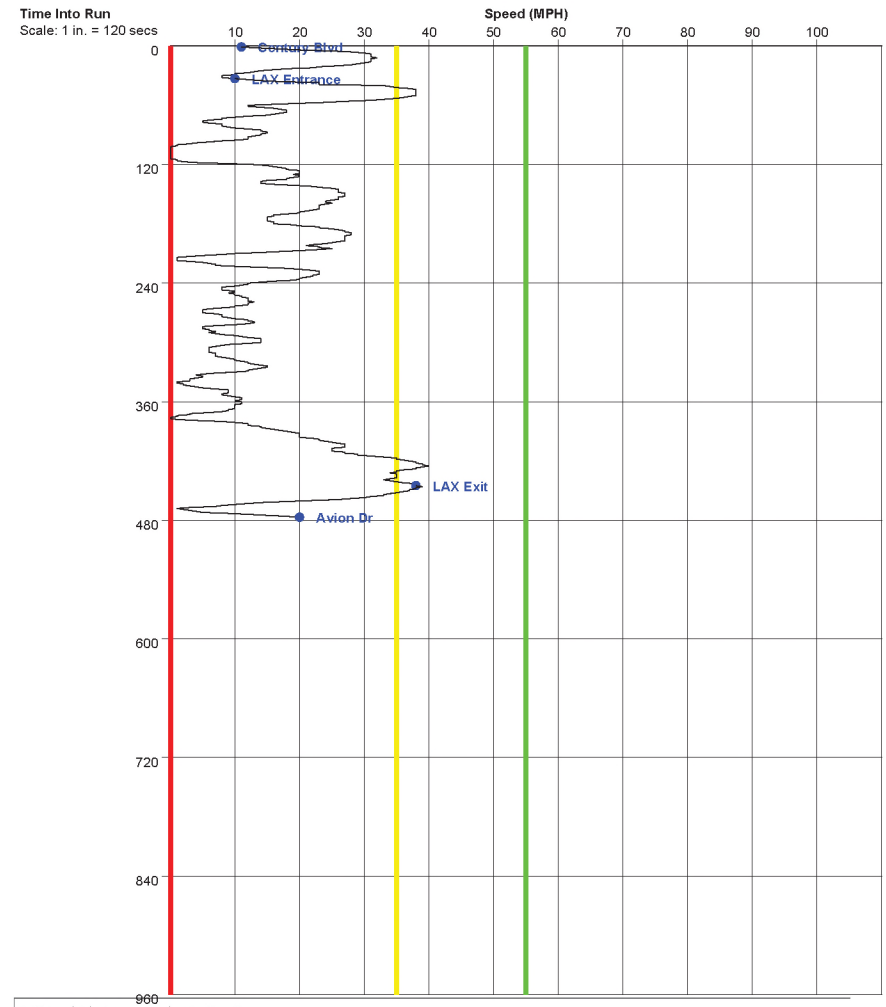
Run : 14-5504 Depart-WB-019 Start Time:06:43 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

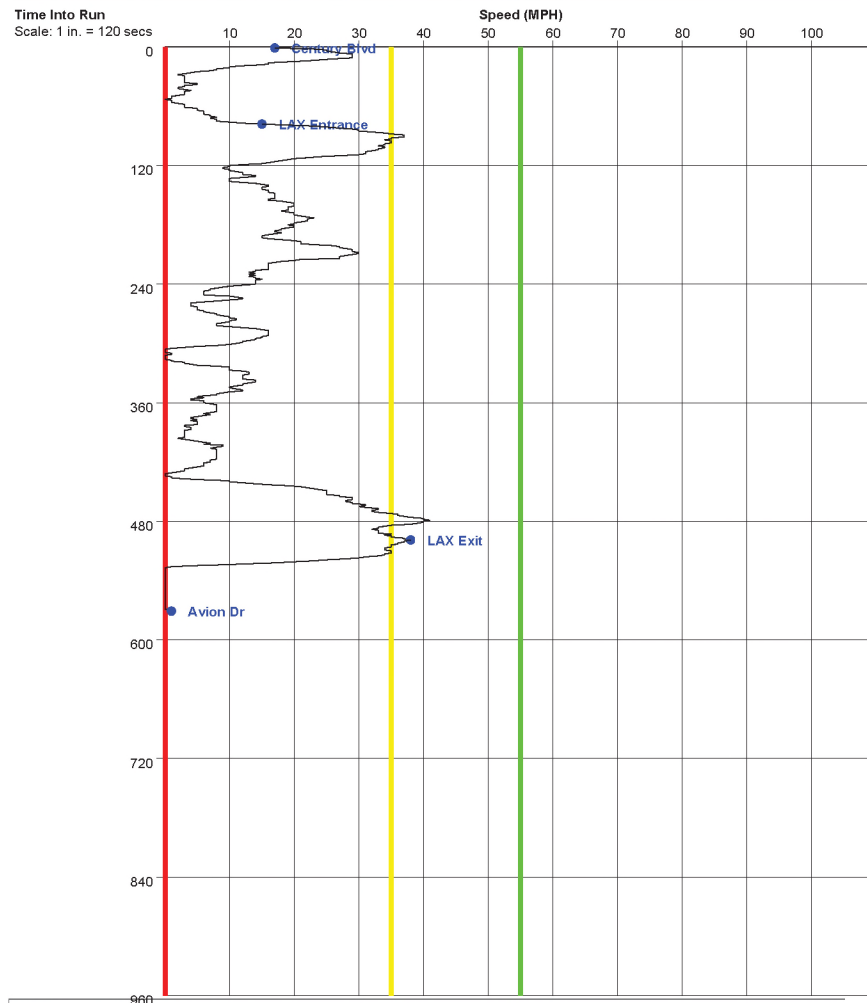


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 87**Time-Based Speed Profile**

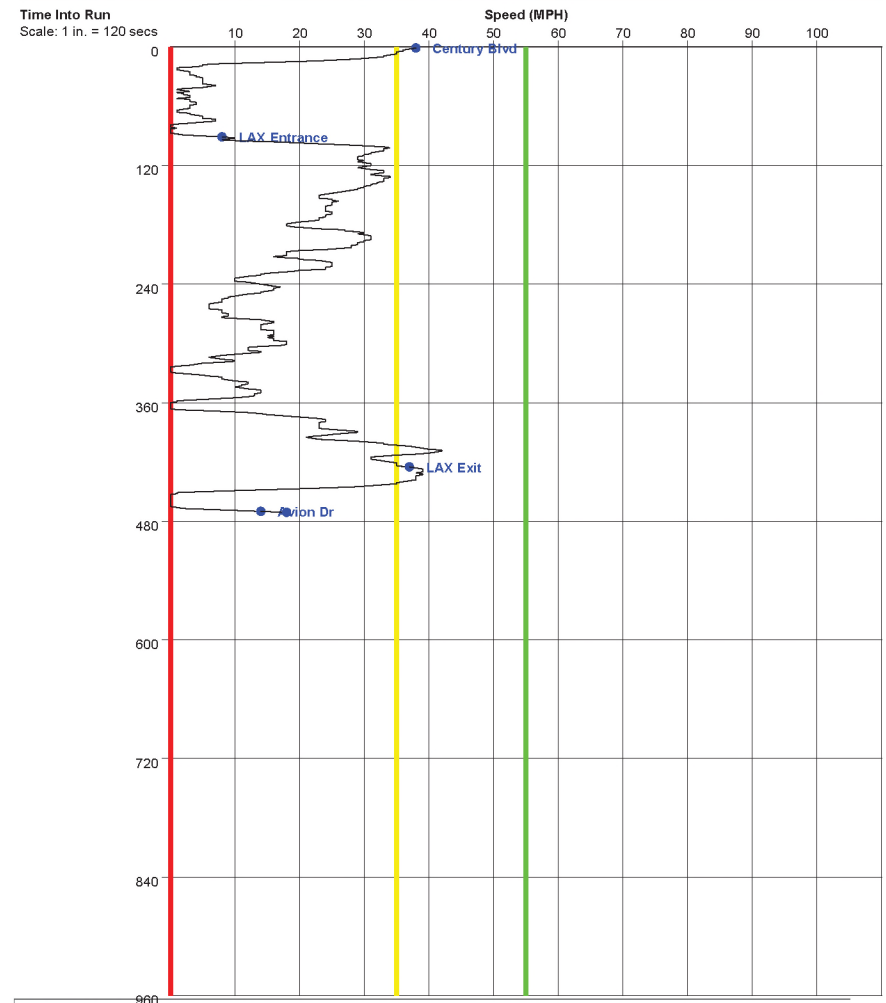
Run : 14-5504 Depart-WB-021 Start Time:07:06 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

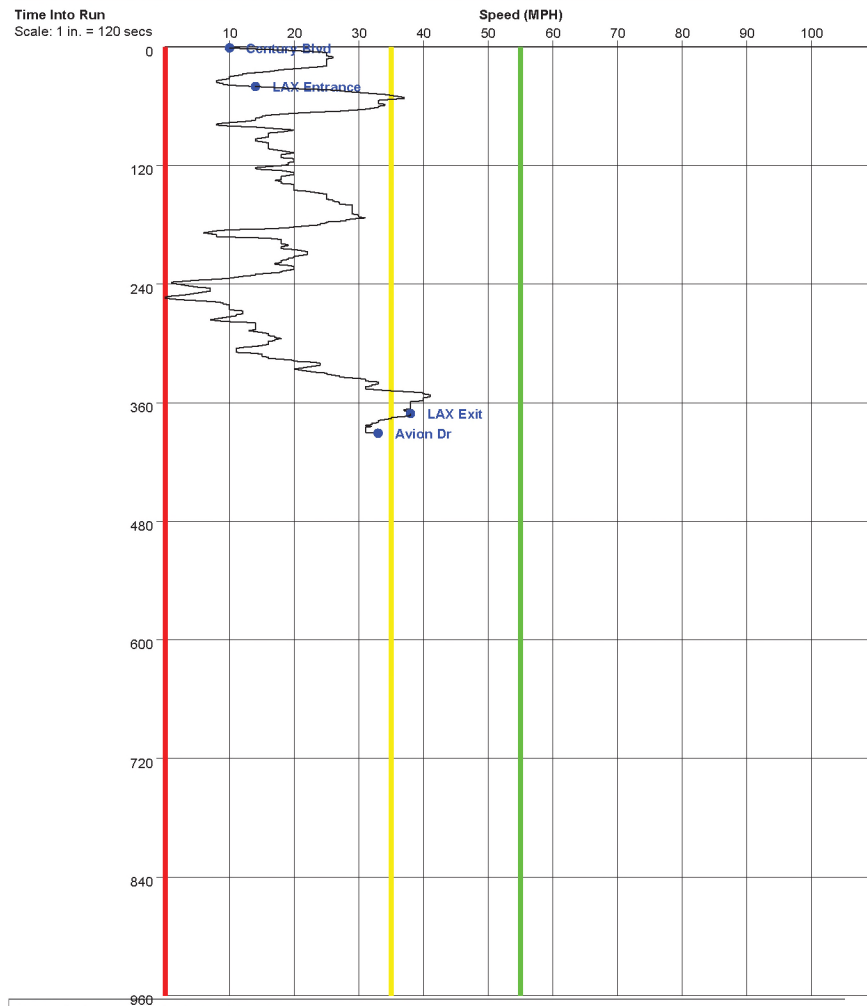


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 89**Time-Based Speed Profile**

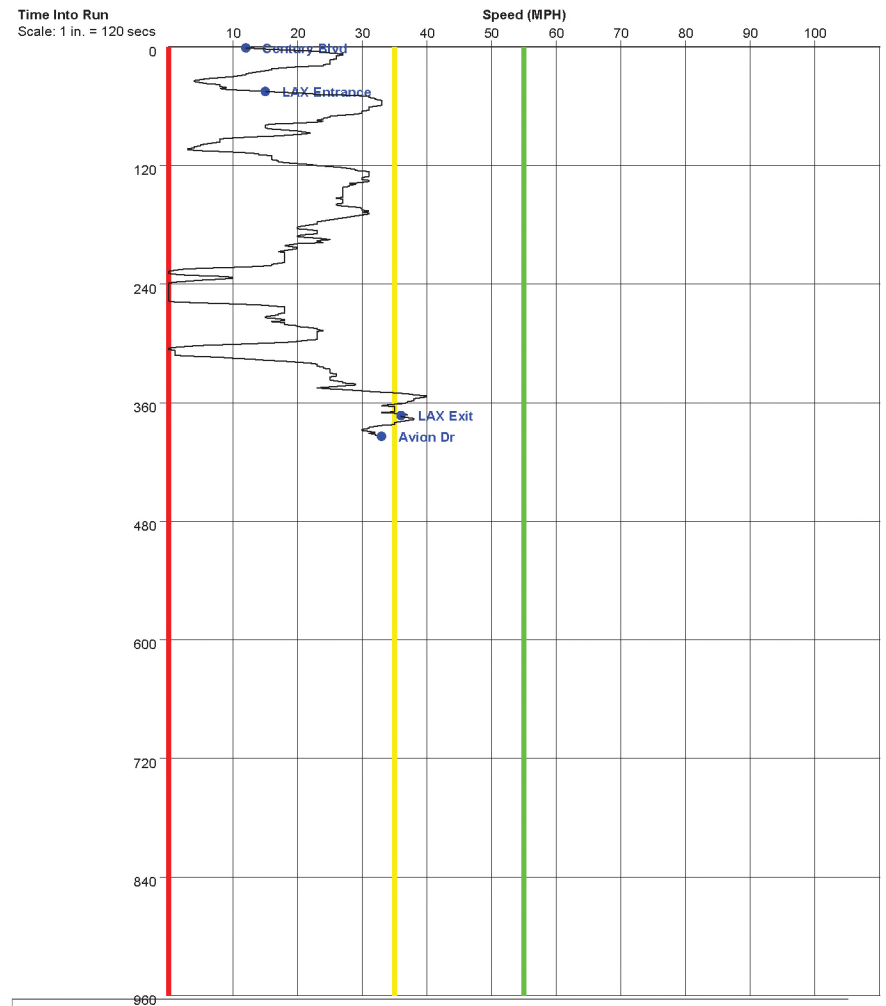
Run : 14-5504 Depart-WB-023 Start Time:07:41 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

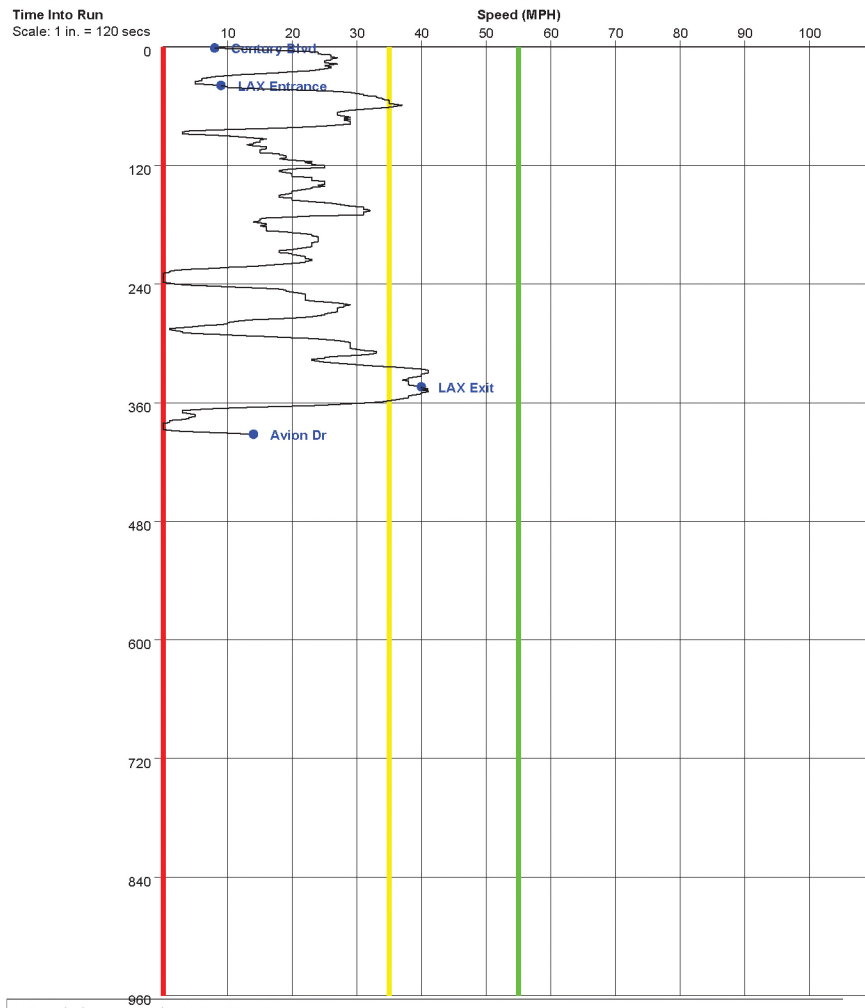


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 91**Time-Based Speed Profile**

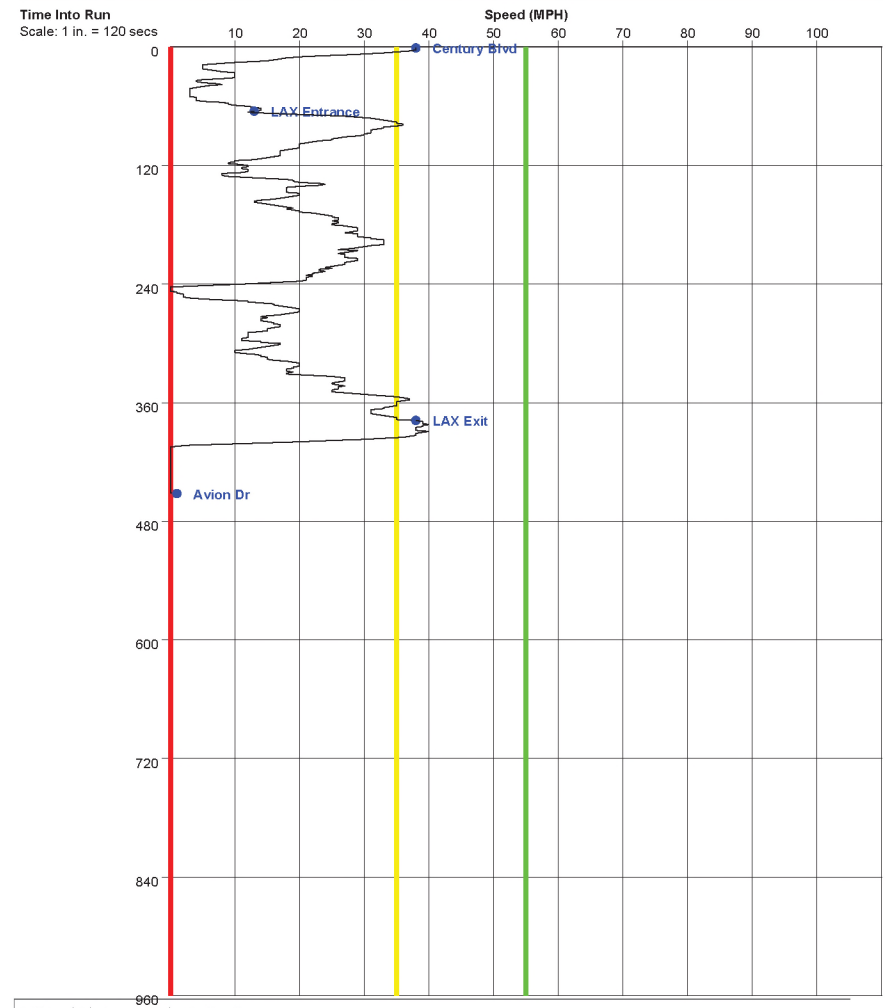
Run : 14-5504 Depart-WB-025 Start Time:07:58 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 92**Time-Based Speed Profile**

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

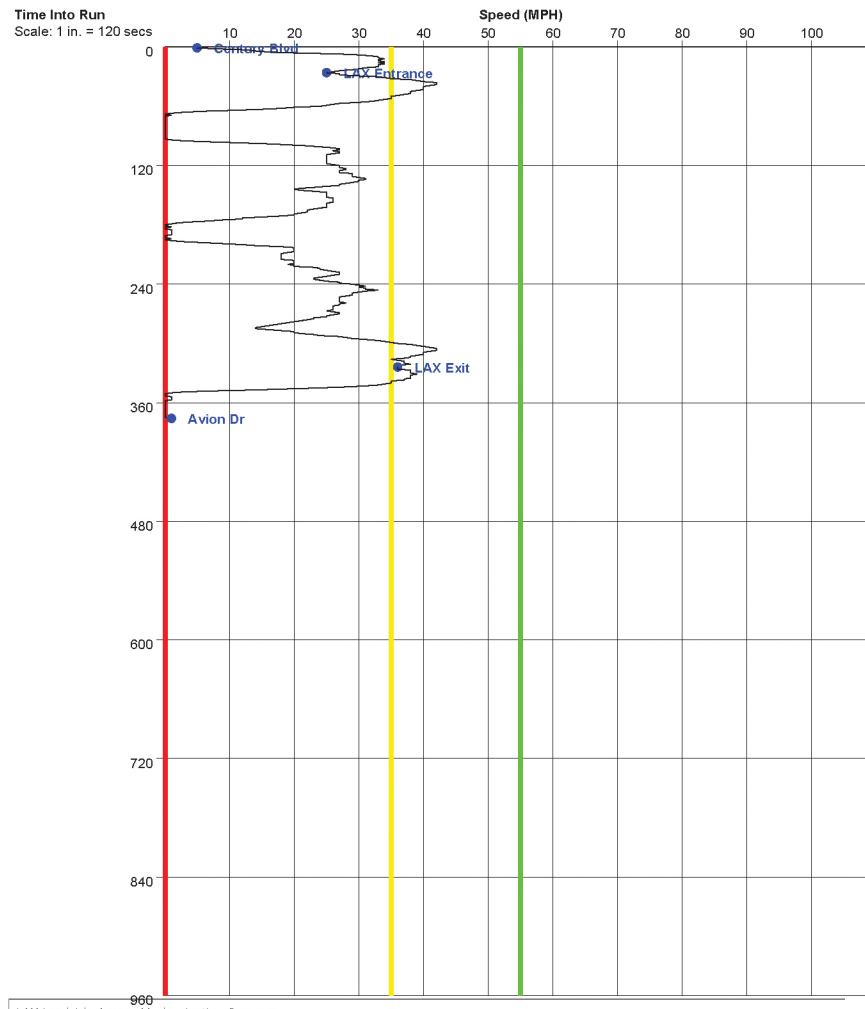


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 93**Time-Based Speed Profile**

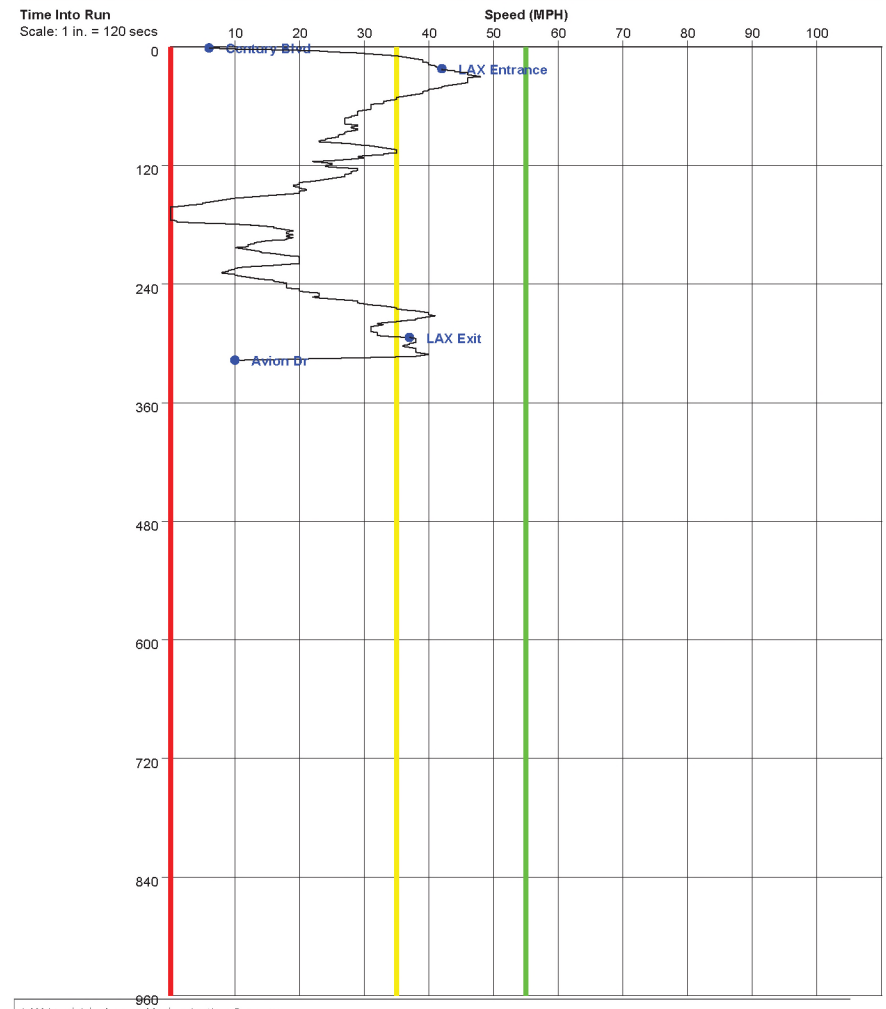
Run : 14-5504 Depart-WB-027 Start Time:08:16 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)

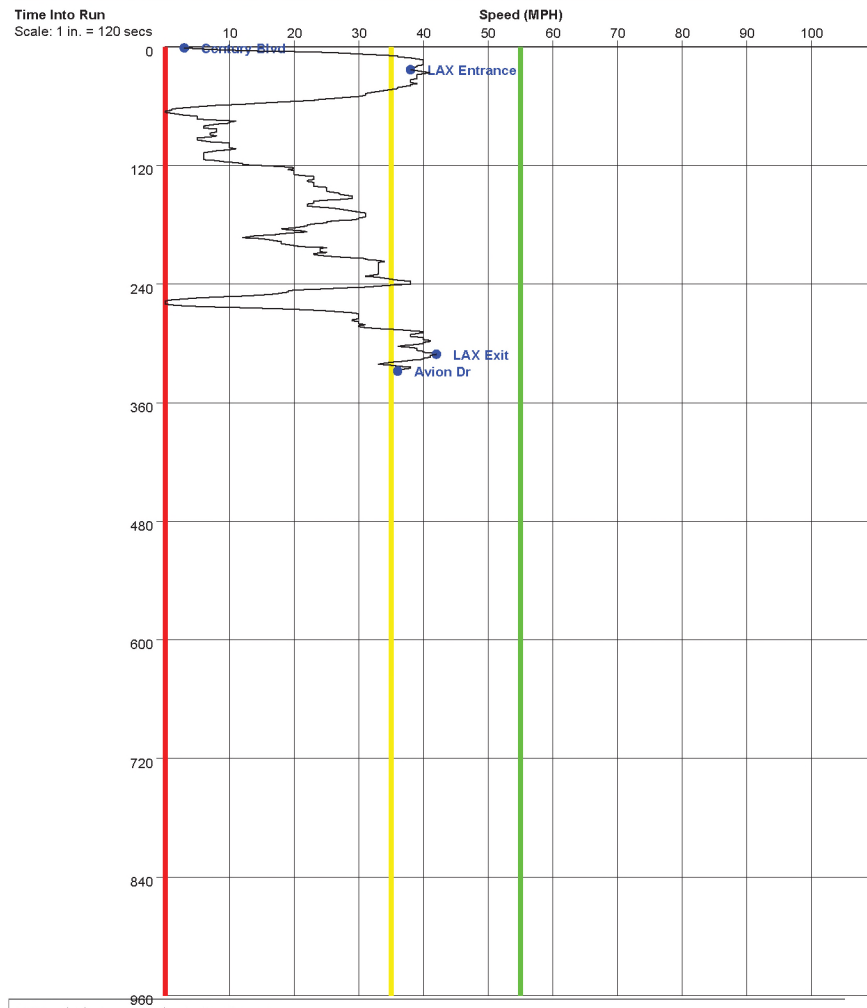


NDS
14-5504 Depart
WB AM

[DRAFT]

Study Name : 14-5504 Depart WB AM
Study Date : 8/8/2014
Page No. : 95**Time-Based Speed Profile**

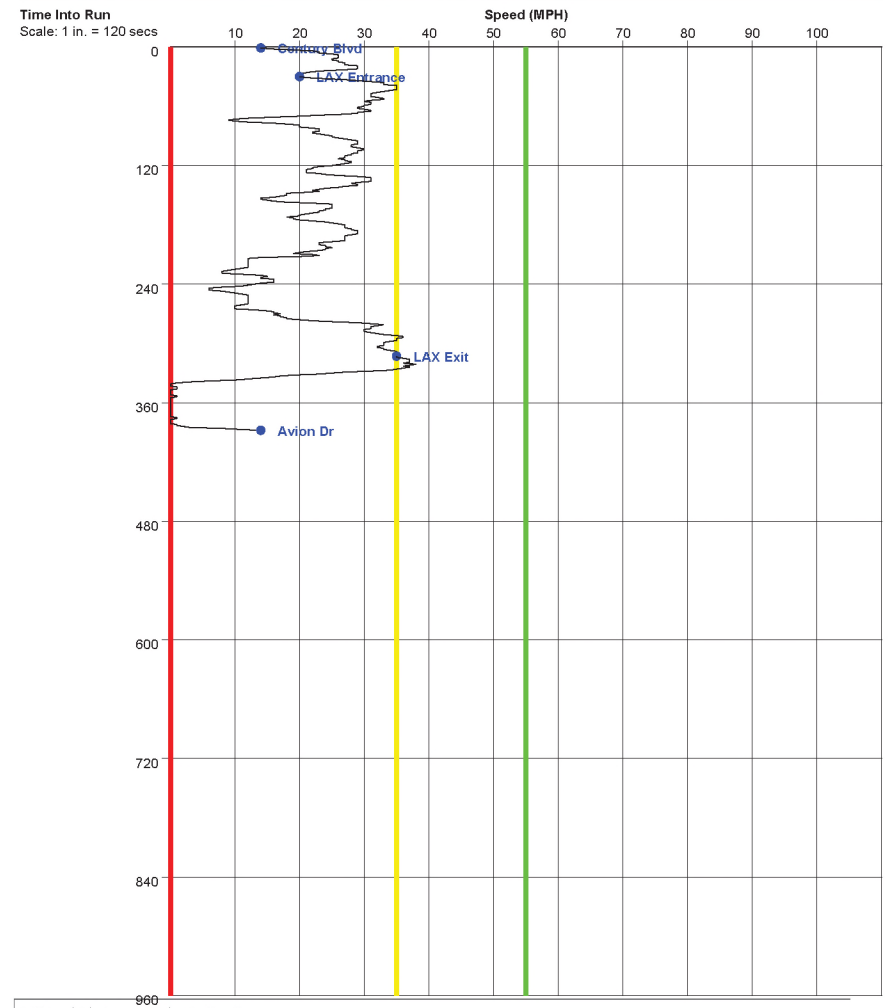
Run : 14-5504 Depart-WB-029 Start Time:08:33 (This is a Before Run)

**NDS**
14-5504 Depart
WB AM

[DRAFT]

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)



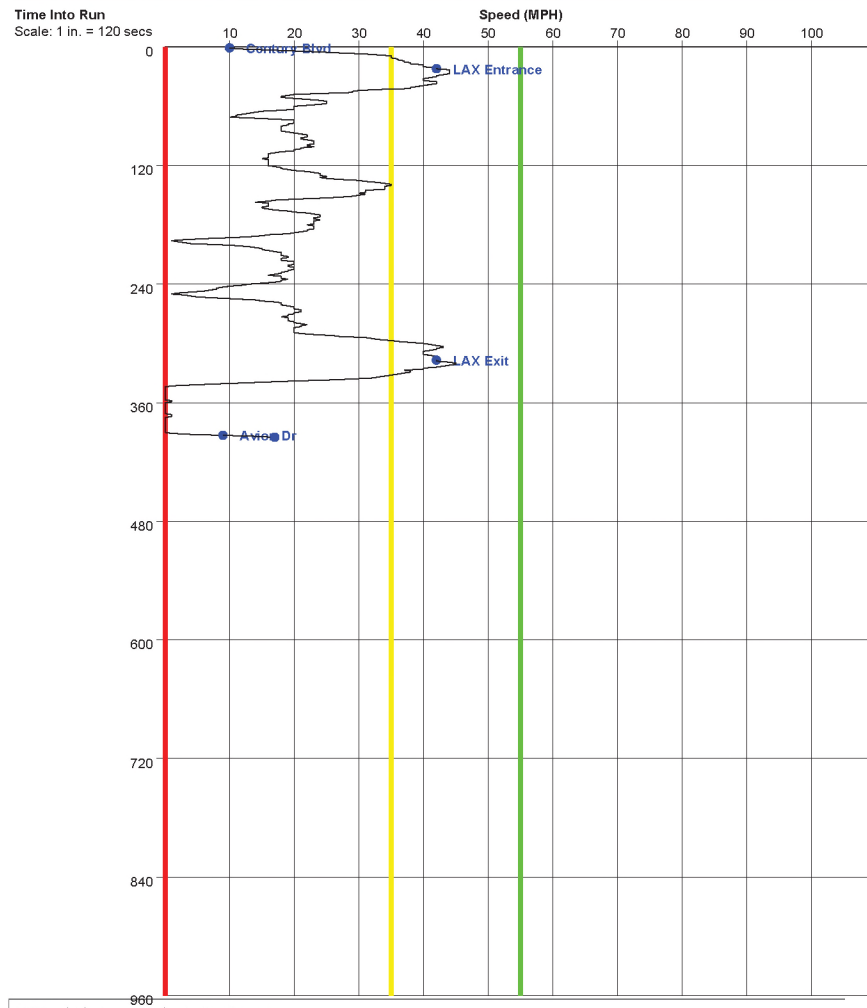
NDS
14-5504 Depart
WB AM

[DRAFT]

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 NDS/ATD

VOLUME

Loop Ramp from W Century Blvd to NB Sepulveda Blvd

City: Los Angeles
Project #: CA14_5498_001Day: Friday
Date: 8/8/2014

DAILY TOTALS				NB	SB	EB	WB	Total			
				0	18,022	0	0	18,022			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	142			142	12:00	0	298			298
00:15	0	123			123	12:15	0	251			251
00:30	0	103			103	12:30	0	251			251
00:45	0	75	443		75 443	12:45	0	246	1046		246 1046
01:00	0	63			63	13:00	0	266			266
01:15	0	56			56	13:15	0	279			279
01:30	0	33			33	13:30	0	248			248
01:45	0	22	174		22 174	13:45	0	243	1036		243 1036
02:00	0	18			18	14:00	0	222			222
02:15	0	13			13	14:15	0	251			251
02:30	0	18			18	14:30	0	254			254
02:45	0	17	66		17 66	14:45	0	245	972		245 972
03:00	0	17			17	15:00	0	248			248
03:15	0	16			16	15:15	0	249			249
03:30	0	14			14	15:30	0	253			253
03:45	0	26	73		26 73	15:45	0	299	1049		299 1049
04:00	0	39			39	16:00	0	248			248
04:15	0	64			64	16:15	0	253			253
04:30	0	94			94	16:30	0	268			268
04:45	0	105	302		105 302	16:45	0	282	1051		282 1051
05:00	0	122			122	17:00	0	284			284
05:15	0	125			125	17:15	0	284			284
05:30	0	151			151	17:30	0	323			323
05:45	0	147	545		147 545	17:45	0	293	1184		293 1184
06:00	0	145			145	18:00	0	269			269
06:15	0	147			147	18:15	0	239			239
06:30	0	143			143	18:30	0	244			244
06:45	0	177	612		177 612	18:45	0	231	983		231 983
07:00	0	184			184	19:00	0	236			236
07:15	0	204			204	19:15	0	227			227
07:30	0	147			147	19:30	0	228			228
07:45	0	186	721		186 721	19:45	0	263	954		263 954
08:00	0	186			186	20:00	0	242			242
08:15	0	223			223	20:15	0	233			233
08:30	0	193			193	20:30	0	253			253
08:45	0	167	769		167 769	20:45	0	236	964		236 964
09:00	0	191			191	21:00	0	234			234
09:15	0	219			219	21:15	0	200			200
09:30	0	210			210	21:30	0	209			209
09:45	0	232	852		232 852	21:45	0	199	842		199 842
10:00	0	211			211	22:00	0	215			215
10:15	0	250			250	22:15	0	207			207
10:30	0	251			251	22:30	0	173			173
10:45	0	237	949		237 949	22:45	0	192	787		192 787
11:00	0	209			209	23:00	0	191			191
11:15	0	233			233	23:15	0	171			171
11:30	0	258			258	23:30	0	170			170
11:45	0	278	978		278 978	23:45	0	138	670		138 670
TOTALS		6484			6484	TOTALS		11538			11538
SPLIT %		100.0%			36.0%	SPLIT %		100.0%			64.0%

DAILY TOTALS				NB	SB	EB	WB	Total
				0	18,022	0	0	18,022
AM Peak Hour	11:30			11:30		PM Peak Hour	17:00	17:00
AM Pk Volume	1085			1085		PM Pk Volume	1184	1184
Pk Hr Factor	0.910			0.910		Pk Hr Factor	0.916	0.916
7 - 9 Volume	1490			1490		4 - 6 Volume	2235	2235
7 - 9 Peak Hour	07:45			07:45		4 - 6 Peak Hour	17:00	17:00
7 - 9 Pk Volume	788			788		4 - 6 Pk Volume	1184	1184
Pk Hr Factor	0.828			0.828		Pk Hr Factor	0.916	0.916

Prepared by NDS/ATD

VOLUME

Loop Ramp from W Century Blvd to NB Sepulveda Blvd

City: Los Angeles
Project #: CA14_5498_001Day: Saturday
Date: 8/9/2014

DAILY TOTALS					NB	SB			EB	WB			Total
					0	13,365			0	0			13,365
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	165			165		12:00	0	225			225	
00:15	0	127			127		12:15	0	187			187	
00:30	0	81			81		12:30	0	253			253	
00:45	0	87	460		87	460	12:45	0	180	845		180	845
01:00	0	74			74		13:00	0	210			210	
01:15	0	36			36		13:15	0	192			192	
01:30	0	29			29		13:30	0	213			213	
01:45	0	12	151		12	151	13:45	0	205	820		205	820
02:00	0	10			10		14:00	0	170			170	
02:15	0	13			13		14:15	0	188			188	
02:30	0	10			10		14:30	0	216			216	
02:45	0	11	44		11	44	14:45	0	211	785		211	785
03:00	0	13			13		15:00	0	222			222	
03:15	0	4			4		15:15	0	196			196	
03:30	0	5			5		15:30	0	182			182	
03:45	0	21	43		21	43	15:45	0	184	784		184	784
04:00	0	28			28		16:00	0	214			214	
04:15	0	39			39		16:15	0	195			195	
04:30	0	54			54		16:30	0	171			171	
04:45	0	58	179		58	179	16:45	0	176	756		176	756
05:00	0	96			96		17:00	0	175			175	
05:15	0	89			89		17:15	0	177			177	
05:30	0	86			86		17:30	0	157			157	
05:45	0	108	379		108	379	17:45	0	146	655		146	655
06:00	0	113			113		18:00	0	167			167	
06:15	0	110			110		18:15	0	154			154	
06:30	0	116			116		18:30	0	158			158	
06:45	0	122	461		122	461	18:45	0	154	633		154	633
07:00	0	144			144		19:00	0	158			158	
07:15	0	129			129		19:15	0	138			138	
07:30	0	130			130		19:30	0	131			131	
07:45	0	134	537		134	537	19:45	0	177	604		177	604
08:00	0	136			136		20:00	0	179			179	
08:15	0	161			161		20:15	0	175			175	
08:30	0	133			133		20:30	0	190			190	
08:45	0	108	538		108	538	20:45	0	210	754		210	754
09:00	0	149			149		21:00	0	158			158	
09:15	0	151			151		21:15	0	161			161	
09:30	0	169			169		21:30	0	164			164	
09:45	0	158	627		158	627	21:45	0	172	655		172	655
10:00	0	171			171		22:00	0	203			203	
10:15	0	192			192		22:15	0	172			172	
10:30	0	185			185		22:30	0	141			141	
10:45	0	181	729		181	729	22:45	0	137	653		137	653
11:00	0	183			183		23:00	0	125			125	
11:15	0	193			193		23:15	0	142			142	
11:30	0	197			197		23:30	0	128			128	
11:45	0	207	780		207	780	23:45	0	98	493		98	493
TOTALS		4928			4928		TOTALS		8437			8437	
SPLIT %		100.0%			36.9%		SPLIT %		100.0%			63.1%	

DAILY TOTALS				NB	SB	EB	WB	Total
				0	13,365	0	0	13,365
AM Peak Hour	11:45			11:45		PM Peak Hour	12:00	12:00
AM Pk Volume	872			872		PM Pk Volume	845	845
Pk Hr Factor	0.862			0.862		Pk Hr Factor	0.835	0.835
7 - 9 Volume	1075			1075		4 - 6 Volume	1411	1411
7 - 9 Peak Hour	07:45			07:45		4 - 6 Peak Hour	16:00	16:00
7 - 9 Pk Volume	564			564		4 - 6 Pk Volume	756	756
Pk Hr Factor	0.876			0.876		Pk Hr Factor	0.883	0.883

Prepared by NDS/ATD

VOLUME

Loop Ramp from W Century Blvd to NB Sepulveda Blvd

City: Los Angeles
Project #: CA14_5498_001Day: Sunday
Date: 8/10/2014

DAILY TOTALS					NB	SB			EB	WB			Total
					0	16,137			0	0			16,137
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	76			76		12:00	0	244			244	
00:15	0	74			74		12:15	0	254			254	
00:30	0	93			93		12:30	0	227			227	
00:45	0	78	321		78	321	12:45	0	247	972		247	972
01:00	0	49			49		13:00	0	233			233	
01:15	0	31			31		13:15	0	229			229	
01:30	0	33			33		13:30	0	240			240	
01:45	0	19	132		19	132	13:45	0	210	912		210	912
02:00	0	13			13		14:00	0	256			256	
02:15	0	12			12		14:15	0	226			226	
02:30	0	10			10		14:30	0	233			233	
02:45	0	7	42		7	42	14:45	0	207	922		207	922
03:00	0	8			8		15:00	0	229			229	
03:15	0	11			11		15:15	0	261			261	
03:30	0	12			12		15:30	0	221			221	
03:45	0	23	54		23	54	15:45	0	204	915		204	915
04:00	0	21			21		16:00	0	255			255	
04:15	0	46			46		16:15	0	211			211	
04:30	0	45			45		16:30	0	238			238	
04:45	0	60	172		60	172	16:45	0	237	941		237	941
05:00	0	76			76		17:00	0	253			253	
05:15	0	84			84		17:15	0	266			266	
05:30	0	92			92		17:30	0	229			229	
05:45	0	98	350		98	350	17:45	0	183	931		183	931
06:00	0	93			93		18:00	0	218			218	
06:15	0	111			111		18:15	0	218			218	
06:30	0	127			127		18:30	0	212			212	
06:45	0	114	445		114	445	18:45	0	246	894		246	894
07:00	0	144			144		19:00	0	204			204	
07:15	0	146			146		19:15	0	213			213	
07:30	0	146			146		19:30	0	225			225	
07:45	0	142	578		142	578	19:45	0	251	893		251	893
08:00	0	152			152		20:00	0	265			265	
08:15	0	146			146		20:15	0	234			234	
08:30	0	146			146		20:30	0	268			268	
08:45	0	159	603		159	603	20:45	0	254	1021		254	1021
09:00	0	172			172		21:00	0	280			280	
09:15	0	150			150		21:15	0	236			236	
09:30	0	235			235		21:30	0	220			220	
09:45	0	174	731		174	731	21:45	0	248	984		248	984
10:00	0	180			180		22:00	0	204			204	
10:15	0	172			172		22:15	0	198			198	
10:30	0	194			194		22:30	0	223			223	
10:45	0	212	758		212	758	22:45	0	205	830		205	830
11:00	0	227			227		23:00	0	230			230	
11:15	0	247			247		23:15	0	171			171	
11:30	0	259			259		23:30	0	179			179	
11:45	0	280	1013		280	1013	23:45	0	143	723		143	723
TOTALS		5199			5199		TOTALS		10938			10938	
SPLIT %		100.0%			32.2%		SPLIT %		100.0%			67.8%	

DAILY TOTALS				NB	SB	EB	WB	Total
				0	16,137	0	0	16,137
AM Peak Hour	11:30			11:30	PM Peak Hour	20:30		20:30
AM Pk Volume	1037			1037	PM Pk Volume	1038		1038
Pk Hr Factor	0.926			0.926	Pk Hr Factor	0.927		0.927
7 - 9 Volume	1181			1181	4 - 6 Volume	1672		1672
7 - 9 Peak Hour	08:00			08:00	4 - 6 Peak Hour	16:30		16:30
7 - 9 Pk Volume	603			603	4 - 6 Pk Volume	994		994
Pk Hr Factor	0.926	0.948	0.926	0.948	Pk Hr Factor	0.934	0.926	0.934

Prepared by NDS/ATD

VOLUME

Loop Ramp from SB Sepulveda Blvd to W Century Blvd

City: Los Angeles
Project #: CA14_5498_002Day: Friday
Date: 8/8/2014

DAILY TOTALS				NB	SB	EB	WB	Total			
				3,374	0	0	0	3,374			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	14	0			14	12:00	29	0			29
00:15	18	0			18	12:15	35	0			35
00:30	14	0			14	12:30	39	0			39
00:45	14	60	0		14 60	12:45	45	148	0		45 148
01:00	19	0			19	13:00	46	0			46
01:15	13	0			13	13:15	53	0			53
01:30	7	0			7	13:30	41	0			41
01:45	1	40	0		1 40	13:45	46	186	0		46 186
02:00	10	0			10	14:00	43	0			43
02:15	4	0			4	14:15	53	0			53
02:30	13	0			13	14:30	48	0			48
02:45	2	29	0		2 29	14:45	60	204	0		60 204
03:00	4	0			4	15:00	50	0			50
03:15	8	0			8	15:15	64	0			64
03:30	5	0			5	15:30	47	0			47
03:45	2	19	0		2 19	15:45	57	218	0		57 218
04:00	4	0			4	16:00	61	0			61
04:15	9	0			9	16:15	102	0			102
04:30	6	0			6	16:30	108	0			108
04:45	4	23	0		4 23	16:45	93	364	0		93 364
05:00	4	0			4	17:00	96	0			96
05:15	11	0			11	17:15	106	0			106
05:30	13	0			13	17:30	93	0			93
05:45	14	42	0		14 42	17:45	109	404	0		109 404
06:00	13	0			13	18:00	61	0			61
06:15	12	0			12	18:15	61	0			61
06:30	14	0			14	18:30	63	0			63
06:45	17	56	0		17 56	18:45	63	248	0		63 248
07:00	15	0			15	19:00	48	0			48
07:15	23	0			23	19:15	48	0			48
07:30	20	0			20	19:30	51	0			51
07:45	28	86	0		28 86	19:45	47	194	0		47 194
08:00	24	0			24	20:00	45	0			45
08:15	37	0			37	20:15	41	0			41
08:30	33	0			33	20:30	41	0			41
08:45	28	122	0		28 122	20:45	40	167	0		40 167
09:00	38	0			38	21:00	40	0			40
09:15	22	0			22	21:15	48	0			48
09:30	34	0			34	21:30	44	0			44
09:45	35	129	0		35 129	21:45	36	168	0		36 168
10:00	28	0			28	22:00	29	0			29
10:15	28	0			28	22:15	27	0			27
10:30	36	0			36	22:30	32	0			32
10:45	34	126	0		34 126	22:45	24	112	0		24 112
11:00	21	0			21	23:00	18	0			18
11:15	34	0			34	23:15	27	0			27
11:30	45	0			45	23:30	26	0			26
11:45	41	141	0		41 141	23:45	17	88	0		17 88
TOTALS		873			873	TOTALS		2501			2501
SPLIT %		100.0%			25.9%	SPLIT %		100.0%			74.1%

DAILY TOTALS				NB	SB	EB	WB	Total
				3,374	0	0	0	3,374
AM Peak Hour	11:30			11:30	PM Peak Hour	17:00		17:00
AM Pk Volume	150			150	PM Pk Volume	404		404
Pk Hr Factor	0.833			0.833	Pk Hr Factor	0.927		0.927
7 - 9 Volume	208			208	4 - 6 Volume	768		768
7 - 9 Peak Hour	07:45			07:45	4 - 6 Peak Hour	17:00		17:00
7 - 9 Pk Volume	122			122	4 - 6 Pk Volume	404		404
Pk Hr Factor	0.824	0.926	0.926	0.824	Pk Hr Factor	0.927	0.926	0.926

Prepared by NDS/ATO

VOLUME

Loop Ramp from SB Sepulveda Blvd to W Century Blvd

Day: Saturday
Date: 8/9/2014City: Los Angeles
Project #: CALA_5498_002

DAILY TOTALS													Total	
AM Period		NB	SB	EB	WB	NB		SB	EB	WB	Total			
		2,470		0		0		0		2,470				
PM Period		NB	SB	EB	WB	NB		SB	EB	WB	Total			
		2,470		0		0		0		2,470				
SPLIT %		100.0%		28.6%		100.0%		76.6%		100.0%		71.4%		
04:00	19	0	0	0	19	12:50	27	0	0	0	27	37		
04:15	17	0	0	0	17	12:15	35	0	0	0	35	35		
04:30	19	0	0	0	19	12:30	21	0	0	0	21	21		
04:45	21	76	0	0	21	12:45	37	120	0	0	37	120		
05:00	17	0	0	0	17	13:00	35	0	0	0	35	35		
05:15	8	0	0	0	8	13:15	32	0	0	0	32	32		
05:30	13	48	0	0	13	13:30	38	146	0	0	38	146		
05:45	8	0	0	0	8	13:45	38	146	0	0	38	146		
06:00	5	0	0	0	5	14:00	34	0	0	0	34	34		
06:15	4	23	0	0	4	14:15	36	0	0	0	36	36		
06:30	5	0	0	0	5	14:30	35	128	0	0	35	128		
06:45	5	0	0	0	5	14:45	34	0	0	0	34	34		
07:00	8	0	0	0	8	15:00	26	0	0	0	26	26		
07:15	7	27	0	0	7	15:15	42	146	0	0	42	146		
07:30	7	0	0	0	7	15:30	46	165	0	0	46	165		
07:45	10	32	0	0	10	15:45	40	0	0	0	40	40		
08:00	10	0	0	0	10	16:00	37	0	0	0	37	37		
08:15	7	0	0	0	7	16:15	52	0	0	0	52	52		
08:30	15	0	0	0	15	16:30	46	0	0	0	46	46		
08:45	15	42	0	0	15	16:45	43	0	0	0	43	43		
09:00	20	0	0	0	20	17:00	36	0	0	0	36	36		
09:15	13	0	0	0	13	17:15	36	0	0	0	36	36		
09:30	13	0	0	0	13	17:30	40	0	0	0	40	40		
09:45	18	64	0	0	18	17:45	46	165	0	0	46	165		
10:00	21	0	0	0	21	18:00	40	0	0	0	40	40		
10:15	25	0	0	0	25	18:15	56	0	0	0	56	56		
10:30	19	0	0	0	19	18:30	42	0	0	0	42	42		
10:45	19	88	0	0	19	18:45	42	187	0	0	42	187		
11:00	13	0	0	0	13	19:00	33	0	0	0	33	33		
11:15	20	0	0	0	20	19:15	40	0	0	0	40	40		
11:30	13	0	0	0	13	19:30	43	0	0	0	43	43		
11:45	18	64	0	0	18	19:45	33	149	0	0	33	149		
12:00	21	0	0	0	21	20:00	41	0	0	0	41	41		
12:15	25	0	0	0	25	20:15	41	0	0	0	41	41		
12:30	19	0	0	0	19	20:30	42	0	0	0	42	42		
12:45	19	88	0	0	19	20:45	49	173	0	0	49	173		
13:00	13	0	0	0	13	21:00	30	0	0	0	30	30		
13:15	24	0	0	0	24	21:15	38	0	0	0	38	38		
13:30	24	0	0	0	24	21:30	45	0	0	0	45	45		
13:45	16	0	0	0	16	21:45	42	138	0	0	42	138		
14:00	16	0	0	0	16	22:00	42	0	0	0	42	42		
14:15	29	0	0	0	29	22:15	26	0	0	0	26	26		
14:30	30	0	0	0	30	22:30	29	0	0	0	29	29		
14:45	26	101	0	0	26	22:45	21	118	0	0	21	118		
15:00	20	0	0	0	20	23:00	27	0	0	0	27	27		
15:15	31	0	0	0	31	23:15	31	0	0	0	31	31		
15:30	31	0	0	0	31	23:30	24	109	0	0	24	109		
15:45	23	97	0	0	23	23:45	24	109	0	0	24	109		
TOTALS		706	706		28.6%	706		706		1764		71.4%		
SPLIT %		100.0%		28.6%		100.0%		76.6%		100.0%		71.4%		

DAILY TOTALS												Total	
		NB	SB	EB	WB								
		2,470	0	0	0					2,470			
AM Peak Hour	11:30	11:30	94 Peak Hour	16:15	16:15								
AM Pk Volume	418	108	PK Pk Volume	431	431								
PM Peak Hour	17:15	17:15	PK Pk Volume	9418	9418								
2 - 9 Volume	152	152	4 - 6 Volume	350	350								
7 - 9 Peak Hour	08:00	08:00	4 - 6 Peak Hour	16:15	16:15								
7 - 9 Pk Volume	88	88	4 - 6 Pk Volume	101	101								
PK Hr Factor	0.759	0.800	PK Hr Factor	0.918	0.918								

N.5

Peak Hour Manual Traffic Counts



[DRAFT]

Turning Movement Count		NDS/ATD Job # 14-5501										WBT		WBR	
60 Minute Counts		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT		WBR	
DATE	TIME	INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
8/8/2014	2045		7	263	146	0	0	0	0	0	0	0	0	1847	2
8/8/2014	2115		8	209	0	0	0	0	0	0	0	0	511	1872	0
8/8/2014	2100		9	64	0	0	0	0	0	0	0	0	386	1686	0
8/8/2014	2230		10	0	0	0	0	1515	0	0	0	0	48	0	0
8/8/2014	2230		11	0	0	0	324	0	0	13	1426	0	0	0	0
8/8/2014	2200		12	0	0	0	436	0	0	245	1592	0	0	0	0
8/8/2014	2200		13	0	0	0	845	639	0	384	1116	807	0	0	0
8/8/2014	2215		14	0	0	0	200	0	0	0	1344	0	0	0	0
8/8/2014	2030		15	115	247	55	0	0	0	0	0	0	0	0	0
8/8/2014	2230		16	0	221	1	28	456	0	1	888	0	0	0	0
8/8/2014	2045		17	0	24	0	96	348	0	58	458	257	0	0	0
8/8/2014	2030		107	0	139	0	0	686	294	0	0	0	0	80	12
8/8/2014	2030		108	0	0	0	0	0	0	0	0	0	0	687	0
8/8/2014	2030		109	0	0	0	0	0	0	0	0	0	0	488	0
8/8/2014	2145		110	0	0	0	47	58	0	0	0	0	0	0	0
8/8/2014	2215		111	0	0	0	0	0	0	0	495	0	0	0	0
8/8/2014	2130		112	0	0	0	0	0	0	0	417	0	0	0	0
8/8/2014	2145		113	0	0	0	10	0	0	0	0	0	0	0	0
8/8/2014	2030		114	0	0	0	1	0	0	0	0	0	0	0	0
8/8/2014	2145		116	0	0	0	0	0	0	1	313	0	0	0	0
8/8/2014	2215		207	0	0	0	0	0	0	0	0	0	0	10	0
8/8/2014	2215		210	0	0	0	0	557	0	0	0	0	0	0	0

[DRAFT]

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 14-9501-007										Day: Friday									
City: Los Angeles										Date: 8/9/2014									
AM																			
NS/EW Streets:		Sky Way			Sky Way			World Way North			World Way North								
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND								
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					
		2	1	0	0	0	0	0	0	0	0	6	0						
		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI						
TOTAL VOLUMES:		0	0	0	0	0	0	0	0	0	0	0	0						
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						
PEAK HR START TIME:		0 AM																	
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

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-007

Day: Friday

City: Los Angeles

Date: 6/6/2014

PM													Date: 09/03/21	
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
LANES:	2	1	0	0	0	0	0	0	0	6	0	0		
8:30 PM	57	38								473	0		578	
8:45 PM	68	41								468	0		577	
9:00 PM	58	37								475	1		577	
9:15 PM	66	35								417	0		518	
9:30 PM	71	33								487	1		592	
9:45 PM	75	35								401	0		511	
10:00 PM	58	37								521	1		617	
10:15 PM	73	27								357	2		499	
10:30 PM	68	34								440	1		543	
10:45 PM	60	28								430	5		523	
11:00 PM	48	27								538	0		613	
11:15 PM	57	20								307	0		454	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	66.24%	33.76%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	99.80%	0.20%	6566	
PEAK HR START TIME :	9:45 PM												TOTAL	
PEAK HR VOL :	263	146	0	0	0	0	0	0	0	0	1847	2	2298	
PEAK HR FACTOR :	0.938			0.000			0.000			0.947			0.954	

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-007

Day: Friday

City: Los Angeles

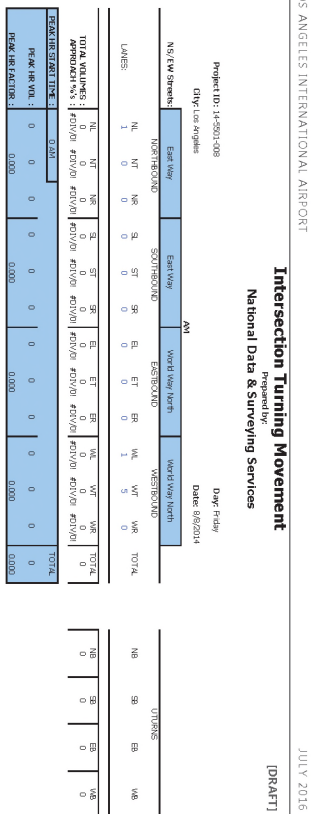
Date: 6/6/2014

City: Los Angeles		NOON												Date: 10/22/2014									
NS/EW Streets	Sky Way			Sky Way			World Way North			World Way North			UTAH/IS										
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND													
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					TOTAL						
LANES:														NB	SB	EB	WB						
	2	1	0	0	0	0	0	0	0	0	0	6	0	TOTAL	NB	SB	EB	WB					
TOTAL VOLUMES:														NB	SB	EB	WB						
APPROACH %'s:														0	0	0	0						
														#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME:														0:00				TOTAL					
PEAK HR VOL:														0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:														0.000			0.000			0.000			0.000

CONTROL : Signalized

[DRAFT]

Day: Friday



Total Volume Per Leg

TOTAL VALUES :														TOTAL			
APPROACH 1 % :																	
	IN	NT	NS	SI	ST	SR	EU	ET	ER	ME	WT	MS	TOTL				
	0	0	0	0	0	0	0	0	0	0	0	0	0				
	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0	ACT/0				
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				
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				
TOTAL														TOTAL			
0.000														0.000			

CONTROL : Signed

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-008

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	PM												TOTAL
	East Way			East Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	0	0	0	0	0	0	0	0	1	5	0	
8:30 PM	50									127	485		662
8:45 PM	28									112	457		591
9:00 PM	29									111	495		635
9:15 PM	41									124	471		636
9:30 PM	29									140	459		628
9:45 PM	57									138	461		656
10:00 PM	62									109	481		672
10:15 PM	53									115	383		551
10:30 PM	43									126	428		599
10:45 PM	81									101	437		617
11:00 PM	64									148	467		677
11:15 PM	38									122	425		585
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	21.28%	78.72%	0.00%	7517
PEAK HR START TIME :	9:15 PM												TOTAL
PEAK HR VOL :	209	0	0	0	0	0	0	0	0	511	3872	0	2592
PEAK HR FACTOR :	0.637				0.000			0.000			0.595		0.364

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-008

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	NOON													TURNS			
	East Way			East Way			World Way North			World Way North							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR				
	1	0	0	0	0	0	0	0	0	0	1	5	0				
	</																

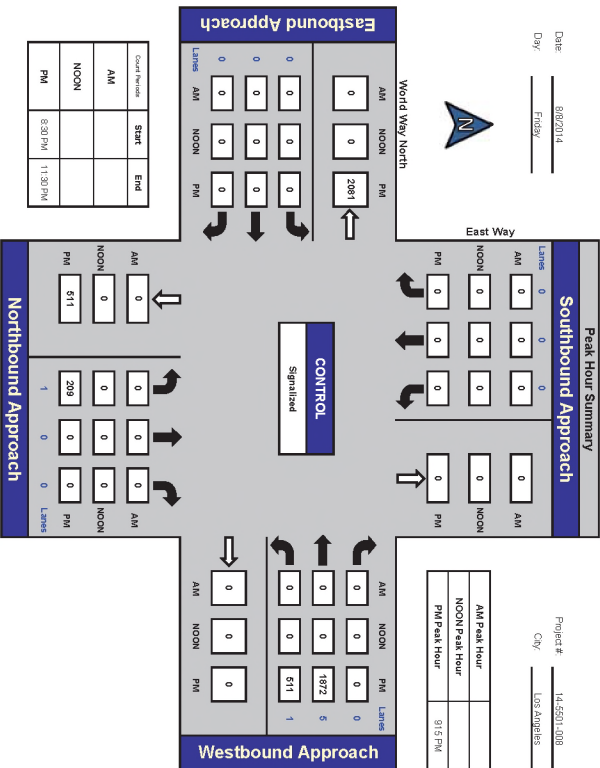
CONTROL : Signalized

ITM Peak Hour Summary

[DRAFT]

Prepared by
NDS
National Data & Surveying ServicesDate: 8/8/2014
Day: Friday

East Way and World Way North, Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

[DRAFT]

Prepared by
National Data & Surveying Services

Project ID: 14-9201-009

City: Los Angeles

Date: 8/8/2014

Day: Friday

N/E/W Streets	West Way			Southbound			Eastbound			World Way North			West Way North		
	NL	WT	WB	SL	ST	SB	EL	ET	EP	WL	WT	WB	TL	TT	TR
Lanes:	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0
TOTAL AM HOURS: 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															
TOTAL NOON HOURS: 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															
TOTAL PM HOURS: 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															
CONVERSION: 1 Hour (60 Min)															

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-009

Day: Friday

City: Los Angeles

Date: 8/6/2014

NS/EW Streets	PM												TOTAL
	West Way			West Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	0	0	0	0	0	0	0	0	1	5	0	
8:30 PM	20									115	373		508
8:45 PM	20									129	369		517
9:00 PM	11									111	401		573
9:15 PM	13									126	403		522
9:30 PM	29									102	367		498
9:45 PM	11									67	465		543
10:00 PM	23									66	468		557
10:15 PM	12									72	417		501
10:30 PM	21									65	392		478
10:45 PM	17									80	460		557
11:00 PM	9									91	403		502
11:15 PM	24									113	447		564
TOTAL VOLUMES :	209	0	0	0	0	0	0	0	0	1117	5014	0	6340
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	18.22%	81.78%	0.00%	
PEAK HR START TIME :	9:00 PM												TOTAL
PEAK HR VOL :	64	0	0	0	0	0	0	0	0	396	3596	0	2136
PEAK HR FACTOR :	0.552			0.000			0.000			0.522			0.932

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-009

Day: Friday

City: Los Angeles

Date: 8/6/2014

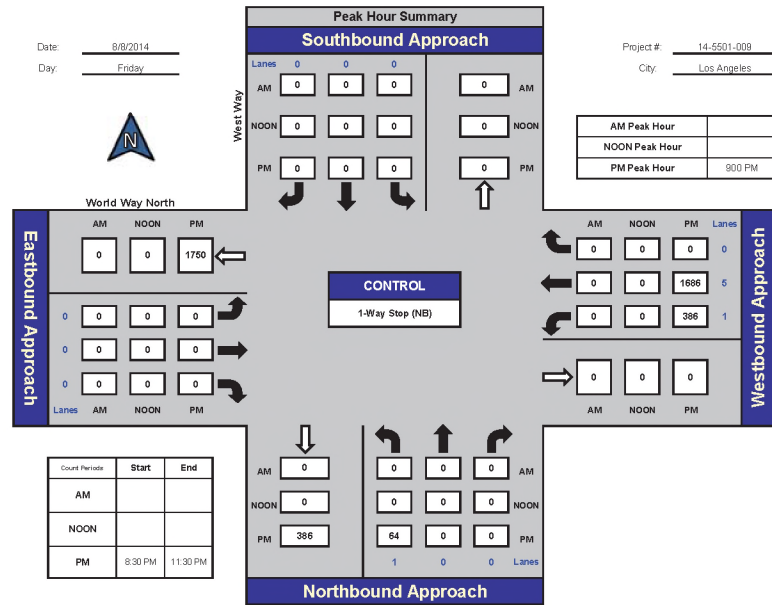
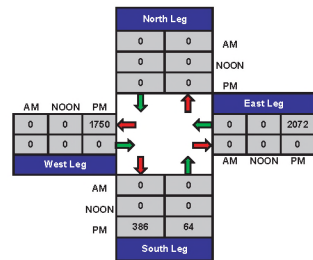
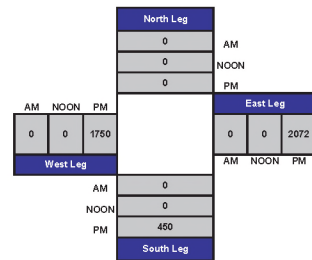
NS/EW Streets	NOON												UTURNS				
	West Way			West Way			World Way North			World Way North							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					TOTAL
LANES:	1	0	0	0	0	0	0	0	0	0	1	5	0				
TOTAL VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL				
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!	#DIV/0!				
PEAK HR START TIME :	0:00													TOTAL			
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				

CONTROL : 1-Way Stop (NB)

ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

[DRAFT]

West 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: 14-5501-010

City: Los Angeles

Day: Friday

Date: 8/8/2014

NS/EW Streets:	AM												TOTAL	UTURNS						
	World Way			World Way			Center Way			Center Way				NB	SB	EB	WB			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND										
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR								
	0	0	0	0	3	0	0	0	0	1	0	0								
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB			
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!		0	0	0	0			
PEAK HR START TIME:	0.000												TOTAL							
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				

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-010

Day: Friday

City: Los Angeles

PM

Date _____

NS/EW Streets:		Worldway				Worldway				Center Way				Center Way			
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	0	WL	WT	WR	0	TOTAL	
	8:30 PM					359						26				31	
	8:45 PM					304						21				8:45 PM	
	9:00 PM					363						17				9:00 PM	
	9:15 PM					387						7				9:15 PM	
	9:30 PM					339						17				9:30 PM	
	9:45 PM					414						12				9:45 PM	
	10:00 PM					325						14				10:00 PM	
	10:15 PM					352						12				10:15 PM	
	10:30 PM					337						12				10:30 PM	
	10:45 PM					379						12				10:45 PM	
	11:00 PM					392						12				11:00 PM	
	11:15 PM					407						9				11:15 PM	
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	0	WL	WT	WR	0	TOTAL	
APPROACH %:		#(V/D)	#(V/D)	#(V/D)	0.00%	100.00%	0.00%	#(V/D)	#(V/D)	#(V/D)	100.00%	0.00%	0.00%	0.00%		4569	
PEAK HR START TIME:		10:00 PM														TOTAL	
PEAK HR VOL:		0	0	0	1515	0	0	0	0	0	48	0	0			1563	
PEAK HR FACTOR:		0.000														0.329	

CONTROL : 1-Way Stop (WB)

UTURNS			
NB	SB	EB	WB
			1
			2
			1
			1
			0
			0
			2
			6
			0
			0
			2
			1
NB 0	SB 0	EB 0	WB 16

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-010

Day: Friday

City: Los Angeles

NO

Da

NS/EW Streets:	World Way			World Way			Center Way			Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 0	TOTAL
TOTAL VOLUMES: APPROACH %'s:	NL #DIV/0!	NT #DIV/0!	NR #DIV/0!	SL #DIV/0!	ST #DIV/0!	SR #DIV/0!	EL #DIV/0!	ET #DIV/0!	ER #DIV/0!	WL #DIV/0!	WT #DIV/0!	WR #DIV/0!	TOTAL #DIV/0!
PEAK HR START TIME:	0.000												TOTAL
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

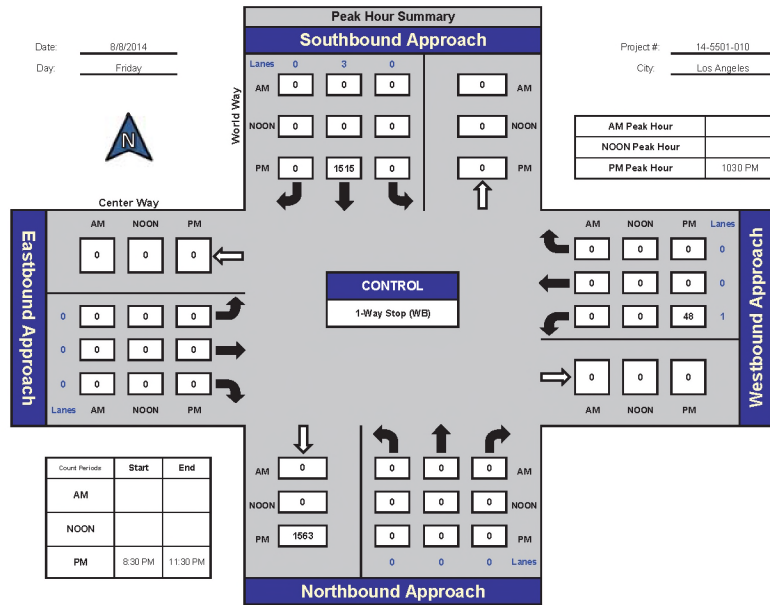
CONTROL : 1-Way Stop (WB)

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

ITM Peak Hour SummaryPrepared by:
NDS

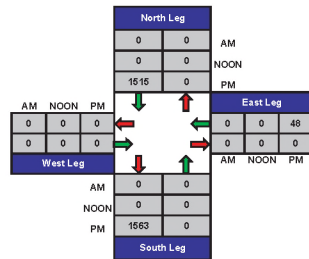
National Data & Surveying Services

[DRAFT]

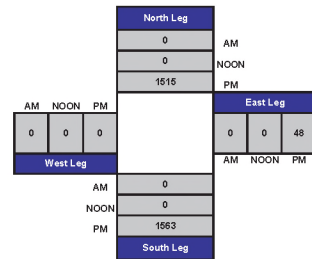
World Way and Center Way , Los AngelesDate: 8/9/2014
Day: FridayProject #: 14-5501-010
City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	1030 PM

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-011

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM											
	West Way			West Way			World Way South			World Way South		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	0	0	1	0	0	0	4	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
APPROACH %/s:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR START TIME:	0 AM											
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000											

CONTROL : 1-Way Stop (SB)

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-011													Day: Friday			
City: Los Angeles													Date: 8/6/2014			
NS/EW Streets:	West Way		West Way		World Way South				World Way South							
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	1	0	0	0	4	0	0	0	0				
8:30 PM				102			7	266					375			
8:45 PM				108			9	312					429			
9:00 PM				88			5	260					373			
9:15 PM				99			4	261					464			
9:30 PM				128			8	301					437			
9:45 PM				83			6	342					431			
10:00 PM				74			6	317					397			
10:15 PM				65			2	326					393			
10:30 PM				52			3	347					402			
10:45 PM				96			1	363					460			
11:00 PM				86			3	359					448			
11:15 PM				90			6	357					453			
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	1071	0	0	60	3931	0	0	0	0	5062			
				100.00%	0.00%	0.00%	1.50%	98.50%	0.00%							
PEAK HR START TIME :	10:00 PM												TOTAL			
PEAK HR VOL :	0	0	0	324	0	0	13	1426	0	0	0	0	1763			
PEAK HR FACTOR :	0.000			0.844			0.988			0.000			0.958			

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

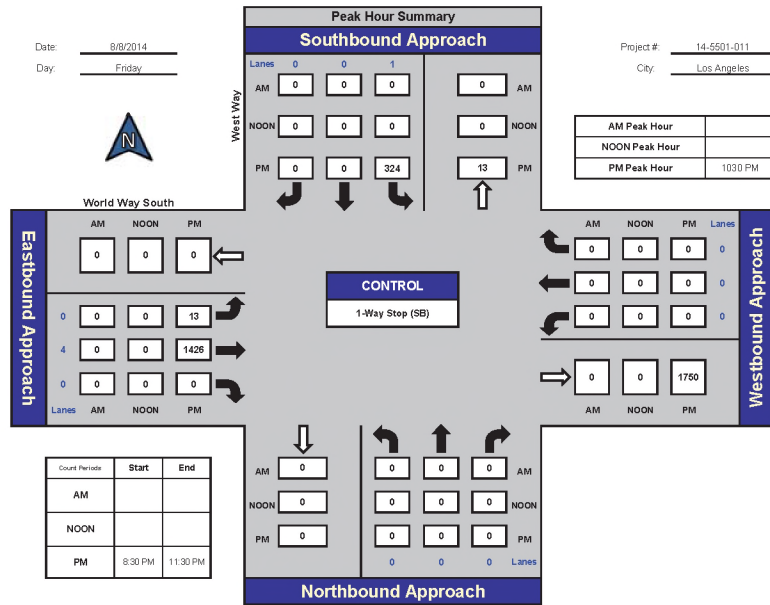
Project ID: 14-9501-011													Day: Friday			
City: Los Angeles													Date: 8/6/2014			
NS/EW Streets:	West Way		West Way		World Way South				World Way South							
	NORTHBOUND		SOUTHBOUND		EASTBOUND				WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	1	0	0	0	4	0	0	0	0				
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0			
PEAK HR START TIME :	0.000												TOTAL			
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			

CONTROL : 1-Way Stop (SB)

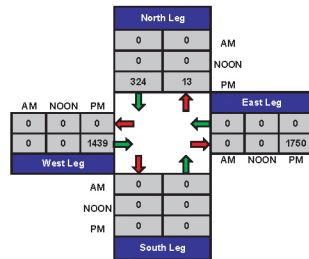
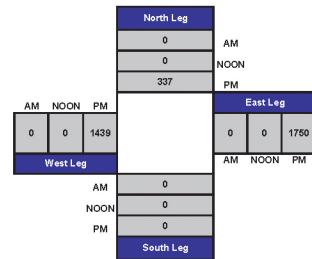
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

[DRAFT]

West Way and World Way South, Los AngelesDate: 8/9/2014
Day: FridayProject #: 14-5501-011
City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	1030 PM

Total Ins & Outs**Total Volume Per Leg****Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-012

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM											
	East Way			East Way			World Way South			World Way South		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	0	0	2	0	0	0	5	0	0	0	0
TOTAL VOLUMES:	#DIV/DI			#DIV/DI			#DIV/DI			#DIV/DI		
APPROACH %:	0.000			0.000			0.000			0.000		
PEAK HR START TIME:	0 AM			0 AM			0 AM			0 AM		
PEAK HR VOL:	0			0			0			0		
PEAK HR FACTOR:	0.000			0.000			0.000			0.000		

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-012													Day: Friday			
City: Los Angeles													Date: 8/6/2014			
NS/EW Streets	PM															
	East Way			East Way			World Way South			World Way South						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	2	0	0	0	5	0	0	0	0				
8:30 PM				110			45	354					509			
8:45 PM				118			33	412					563			
9:00 PM				101			33	391					525			
9:15 PM				98			42	471					611			
9:30 PM				141			25	392					558			
9:45 PM				122			57	334					513			
10:00 PM				127			77	393					597			
10:15 PM				107			48	393					548			
10:30 PM				111			39	383					533			
10:45 PM				91			81	433					605			
11:00 PM				110			64	362					545			
11:15 PM				146			46	369					561			
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	0	0	0	1391	0	0	590	4677	0	0	0	0	6058			
	#DIV/DI	#DIV/DI	#DIV/DI	100.00%	0.00%	0.00%	11.20%	88.80%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI				
PEAK HR START TIME :	10:00 PM												TOTAL			
PEAK HR VOL :	0	0	0	436	0	0	245	1592	0	0	0	0	2273			
PEAK HR FACTOR :	0.000			0.858			0.893			0.000			0.939			

CONTROL : Signalized

Intersection Turning Movement

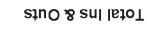
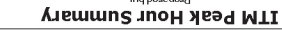
Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-012													Day: Friday			
City: Los Angeles													Date: 8/6/2014			
NS/EW Streets	NOON															
	East Way			East Way			World Way South			World Way South						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	2	0	0	0	5	0	0	0	0				
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0			
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI			
PEAK HR START TIME :	0.00												TOTAL			
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			

CONTROL : Signalized



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-013

Day: Friday

City: Los Angeles

Date: 8/6/2014

NS/EW Streets	PM												TOTAL
	Center Way			Center Way			World Way South			World Way South			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	2	0.5	1.5	2	1.5	0	0	0	
8:30 PM				270	150		82	251	179				932
8:45 PM				222	115		61	315	214				927
9:00 PM				226	160		59	272	221				938
9:15 PM				207	148		73	286	231				945
9:30 PM				203	154		80	281	226				915
9:45 PM				198	174		58	275	210				964
10:00 PM				209	139		121	280	215				923
10:15 PM				206	135		102	267	193				927
10:30 PM				195	171		81	283	197				977
10:45 PM				235	174		80	286	202				928
11:00 PM				195	171		92	263	207				948
11:15 PM				189	189		65	289	222				
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	2502	1900	0	954	3945	2517	0	0	0	11268
	#DIV/DI	#DIV/DI	#DIV/DI	57.32%	42.68%	0.00%	14.00%	49.08%	36.93%	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME :	10:00 PM												TOTAL
PEAK HR VOL :	0	0	0	845	639	0	384	1116	807	0	0	0	3791
PEAK HR FACTOR :	0.000			0.907			0.936			0.000			0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-013

Day: Friday

City: Los Angeles

Date: 8/6/2014

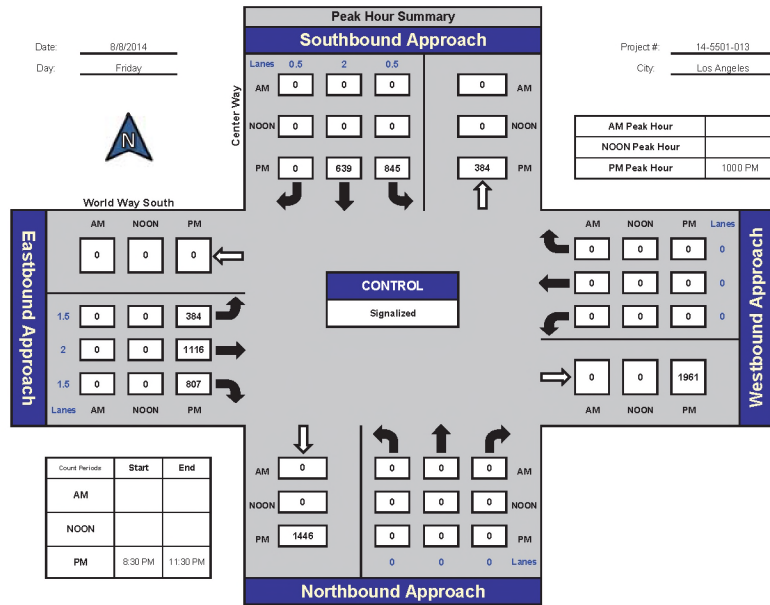
NS/EW Streets	NOON													UTURNS					
	Center Way			Center Way			World Way South			World Way South									
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND									
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					TOTAL	
	0	0	0	0.5	2	0.5	1.5	2	1.5	0	0	0				NB	SB	EB	WB
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			NB	SB	EB	WB
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI						
PEAK HR START TIME :	0.00													TOTAL					
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			

CONTROL : Signalized

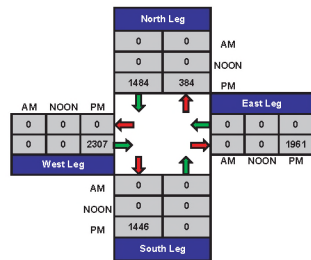
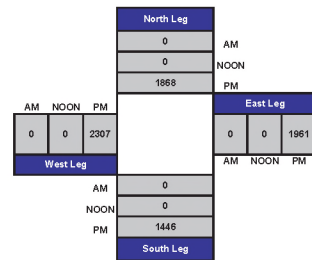
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

[DRAFT]

Center Way and World Way South, Los AngelesDate: 8/9/2014
Day: FridayProject #: 14-5501-013
City: Los Angeles

AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	1000 PM

Total Ins & Outs**Total Volume Per Leg****Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-014

Day: Friday

City: Los Angeles

Date: 8/9/2014

AM														
NS/EW Streets	Departures Level Ramp			Departures Level Ramp			Center Way			Center Way			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	0	0	0	2	0	0	0	3	0	0	0	0	0	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %s	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	
PEAK HR START TIME:	0 AM													TOTAL
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	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-014

Day: Friday

City: Los Angeles

PM

NS/EW Streets	Departure Level Ramp			Departures Level Ramp			Center Way			Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	2	0	0	0	3	0	0	0	0	
8:30 PM				69				325					99
8:45 PM				74				312					98
9:00 PM				62				311					97
9:15 PM				72				287					95
9:30 PM				50				313					96
9:45 PM				59				302					98
10:00 PM				65				298					96
10:15 PM				68				301					96
10:30 PM				49				322					97
10:45 PM				61				365					126
11:00 PM				22				356					37
11:15 PM				36				328					43
TOTAL VOLUMES: APPROACH %	NL #C/D/V	NT 0 #C/D/V	NR 0 #C/D/V	SL 659 100.00%	ST 0 0.00%	SR 0 0.00%	EL 0 0.00%	ET 3820 100.00%	ER 0 0.00%	WL 0 #C/D/V	WT 0 #C/D/V	WR 0 #C/D/V	TOTAL 4909
PEAK HR START TIME:	10:15 PM												TOTAL
PEAK HR VOL:	0	0	0	200	0	0	0	1344	0	0	0	0	1544
PEAK HR FACTOR:	0.000			0.735			0.921			0.000			0.000

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-014

Day: Friday

City: Los Angeles

NOC

NS/E/W Streets	Separate Level Ramp			Departures Level Ramp			Center Way			Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	2	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s:	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01
PEAK HR START TIME:	0:00												TOTAL
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

CONTROL : *Signalized*

UTURNS			
NB	SB	EB	WB

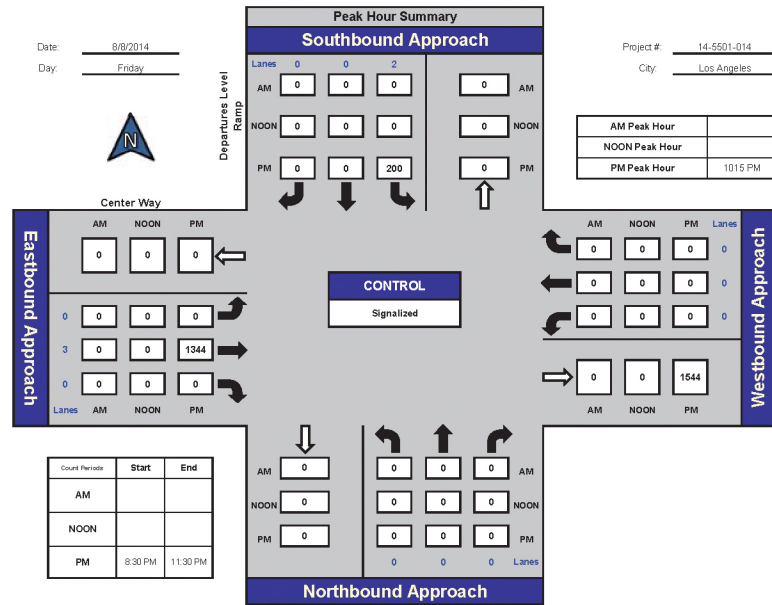
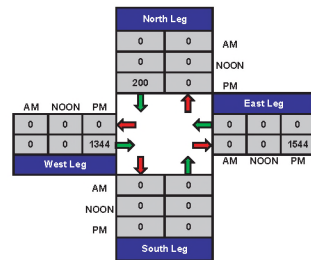
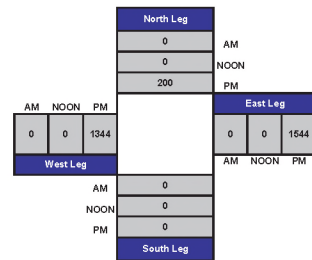
NB 0	SB 0	EB 0	WB 0
---------	---------	---------	---------

PEAK HR START TIME :	0 AM												TOTAL
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

ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

[DRAFT]

Departures Level Ramp and Center Way, Los Angeles**Total Ins & Outs****Total Volume Per Leg****Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-015

City: Los Angeles

Day: Friday

Date: 8/8/2014

NS/EW Streets	AM												TOTAL	UTURNS			
	Sky Way			Sky Way			Center Way			Center Way							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
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!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
PEAK HR START TIME:	0.000												TOTAL				
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			

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-015													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	Sky Way				Sky Way				Center Way				Center Way			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR		SL	ST	SR		EL	ET	ER		WL	WT	WR	TOTAL
	1	1	1		0	0	0		0	0	0		0	0	0	
8:30 PM	32	57	15													115
8:45 PM	27	65	17													109
9:00 PM	25	49	9													83
9:15 PM	31	66	13													110
9:30 PM	23	49	16													88
9:45 PM	29	66	12													109
10:00 PM	15	61	15													91
10:15 PM	27	54	12													93
10:30 PM	27	38	24													109
10:45 PM	12	57	17													86
11:00 PM	16	43	22													81
11:15 PM	33	40	6													79
TOTAL VOLUMES :	297	677	179		0	0	0		0	0	0		0	0	0	1153
APPROACH %'s :	25.76%	58.72%	15.52%		#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	5:30 PM															TOTAL
PEAK HR VOL :	115	247	55		0	0	0		0	0	0		0	0	0	417
PEAK HR FACTOR :	0.907				0.000				0.000				0.000			0.907

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-015													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	Sky Way				Sky Way				Center Way				Center Way			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR		SL	ST	SR		EL	ET	ER		WL	WT	WR	TOTAL
	1	1	1		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!		#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0:00															TOTAL
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

CONTROL : 1-Way Stop (NB)

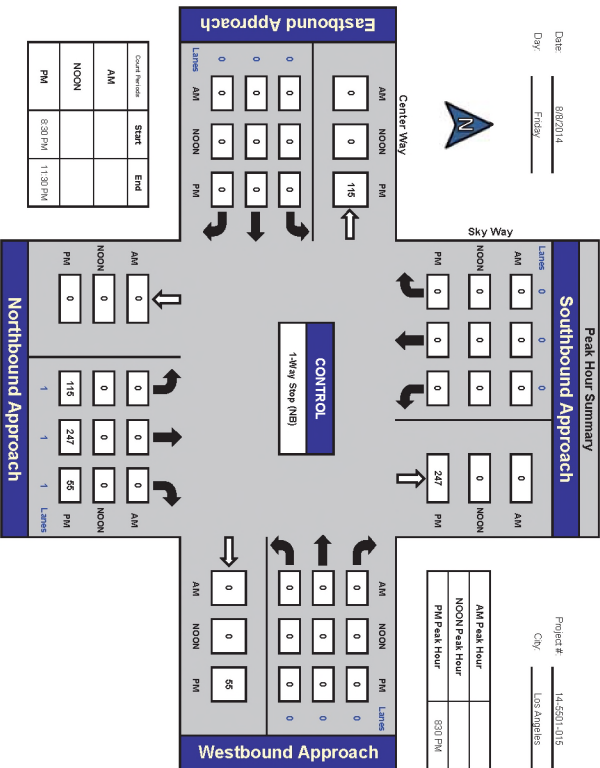
ITM Peak Hour Summary

[DRAFT]

Prepared by

 National Data & Surveying Services

Sky Way and Center Way, Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	247	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	247	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

[DRAFT]

Prepared by
 National Data & Surveying Services

Project ID: 14-5201-015
 City: Los Angeles
 Date: 8/8/2014
 Day: Friday

N/E/W Streets	East Way			Southbound			Center Way			Westbound		
	NL	WT	WB	SL	ST	SP	EL	ET	EP	WL	WT	WB
LANES:	0	2	0	0.5	1.5	0	1	1	0	0	0	0
TOTAL LANES	0	2	0	0.5	1.5	0	1	1	0	0	0	0
PERCENTAGE	0.000	0.200	0.000	0.050	0.150	0.000	0.100	0.100	0.000	0.000	0.000	0.000
CONVERT: 1 Signalized	0.000	0.200	0.000	0.050	0.150	0.000	0.100	0.100	0.000	0.000	0.000	0.000

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-016														Day: Friday	
City: Los Angeles														Date: 8/6/2014	
NS/EW Streets:	PM														TOTAL
	East Way			East Way			Center Way			Center Way					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	VR		
LANES:	0	2	0	0.5	1.5	3	1	1	1	0	0	0	0	0	
8:30 PM	49	1	11	126	2	386	0							377	
8:45 PM	30	0	7	107	0	205	0							349	
9:00 PM	34	0	7	94	0	200	0							335	
9:15 PM	40	0	5	119	1	180	0							345	
9:30 PM	28	0	8	123	0	174	1							334	
9:45 PM	51	1	9	139	1	177	0							376	
10:00 PM	70	2	8	104	2	155	0							341	
10:15 PM	55	0	8	120	1	172	1							357	
10:30 PM	37	0	10	99	0	171	0							317	
10:45 PM	62	0	8	93	1	229	0							413	
11:00 PM	59	1	6	117	0	249	0							432	
11:15 PM	43	0	4	147	0	239	0							433	
TOTAL VOLUMES :														4411	
APPROACH %'s :															
0.00% 99.14% 0.86% 6.14% 93.86% 0.00% 0.34% 99.57% 0.09% #DIV/0! #DIV/0! #DIV/0!															
PEAK HR START TIME : 10:00 PM														TOTAL	
PEAK HR VOL :														1595	
PEAK HR FACTOR :														0.921	

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

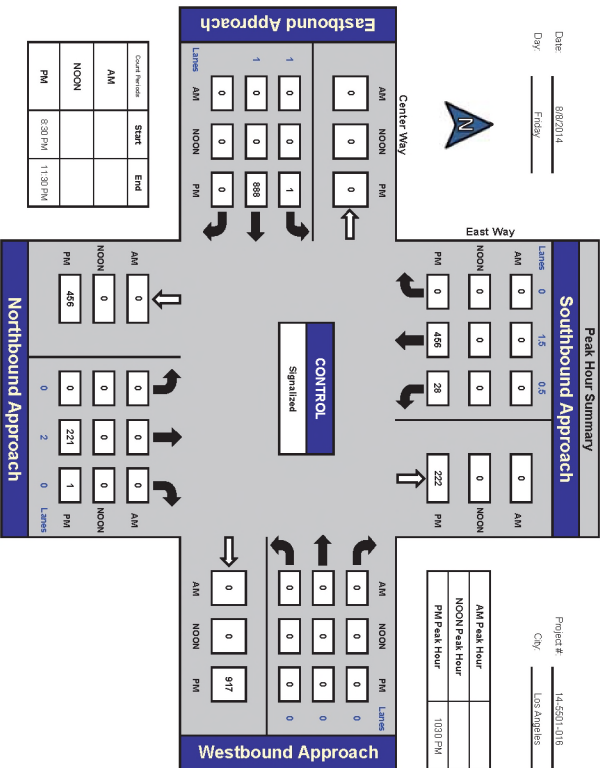
Project ID: 14-9501-016														Day: Friday			
City: Los Angeles														Date: 8/8/2014			
NOON																	
NS/EW Streets:	East Way			East Way			Center Way			Center Way			UTURNS				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL 0	NT 2	NR 0	SL 0.5	ST 1.5	SR 0	EL 1	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL 0	NB 0	SB 0	EB 0	WB 0
TOTAL VOLUMES : 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 HR START TIME : 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																	
CONTROL : Signalized																	

ITM Peak Hour Summary

[DRAFT]

Prepared by
NDS
National Data & Surveying Services

East Way and Center Way, Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	456	222	PM	0	0

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

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

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

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	706	0	PM	0	0

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

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

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

Intersection Turning Movement

[DRAFT]

Prepared by
National Data & Surveying Services

Project ID: 14-5501-017										Date: 8/6/2014	
City: Los Angeles										Day: Friday	
N/E/W Streets										AM	
West Way					West Way					Center Way	
NORTHBOUND					SOUTHBOUND					EASTBOUND	
N					S					E	
0					0.5					1	
0					1.5					0	
0					0					1	
0					0					0	
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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-017													Day: Friday			
City: Los Angeles													Date: 8/6/2014			
NS/EW Streets:	West Way		West Way		Center Way		Center Way									
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND									
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
8:30 PM	0	2	0	0.5	1.5	0	1	1	0	0	0	0	286			
8:45 PM	8			30	95		7	100	55				300			
9:00 PM	11			17	94		11	123	44				310			
9:15 PM	3			25	108		7	114	53				296			
9:30 PM	4			34	62		20	95	78				335			
9:45 PM	6			20	84		20	123	82				219			
10:00 PM	8			16	46		10	93	46				246			
10:15 PM	4			11	55		14	110	52				239			
10:30 PM	2			15	61		18	99	44				245			
10:45 PM	4			17	48		7	136	33				306			
11:00 PM	5			28	67		14	153	39				311			
11:15 PM	1			26	73		4	153	54				268			
11:30 PM	6			31	78		19	97	37							
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	0	62	0	270	862	0	151	1999	617	0	0	0	3361			
	0.00%	100.00%	0.00%	23.85%	76.15%	0.00%	6.97%	64.56%	28.47%	#DIV/0!	#DIV/0!	#DIV/0!				
PEAK HR START TIME :	5:45 PM												TOTAL			
PEAK HR VOL :	0	24	0	96	348	0	58	458	257	0	0	0	1241			
PEAK HR FACTOR :	0.545												0.926			

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-017													Day: Friday																						
City: Los Angeles													Date: 8/6/2014																						
NS/EW Streets:	NOON																																		
	West Way			West Way			Center Way			Center Way																									
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			UTURNS																						
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB																		
LANES:	0	2	0	0.5	1.5	0	1	1	0	0	0	0	0																						
TOTAL VOLUMES:																	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB		
APPROACH %'s :																	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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!	#DIV/0!						
PEAK HR START TIME :																	0:00			TOTAL															
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						
CONTROL : Signalized																																			

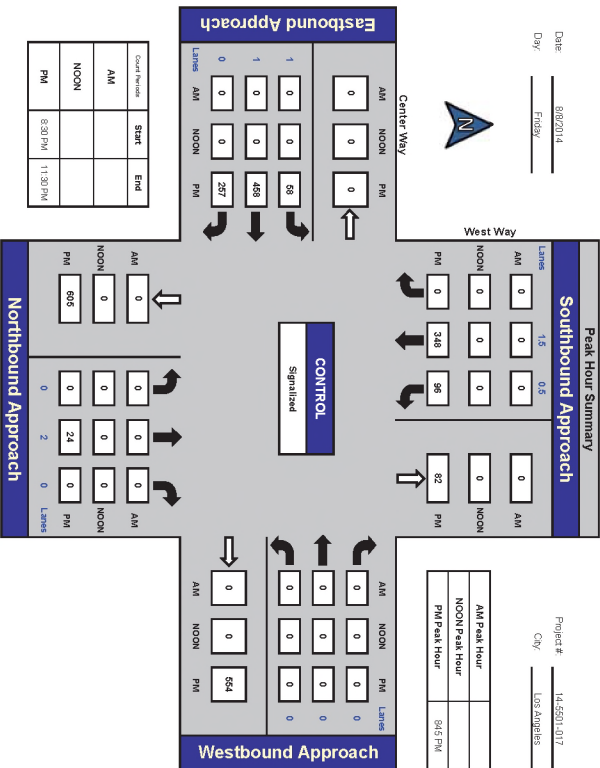
ITM Peak Hour Summary

[DRAFT]

Prepared by

 National Data & Surveying Services

West Way and Center Way, Los Angeles



Total Ins & Outs

North Leg				East Leg			
AM	0	0	AM	0	0	0	0
NOON	0	0	NOON	0	0	0	0
PM	444	82	PM	0	0	0	0
AM	0	0	AM	0	0	0	0
NOON	0	0	NOON	0	0	0	0
PM	0	0	PM	0	0	0	0

Total Volume Per Leg

North Leg				East Leg			
AM	0	0	AM	0	0	0	0
NOON	0	0	NOON	0	0	0	0
PM	528	0	PM	0	0	554	0
AM	0	0	AM	0	0	0	0
NOON	0	0	NOON	0	0	0	0
PM	605	24	PM	0	0	605	24

Intersection Turning Movement

[DRAFT]

Prepared by
 National Data & Surveying Services

Project ID: 14-5201-017
 City: Los Angeles
 Date: 8/8/2014
 Day: Friday

N/E/W Streets	S/W Way			S/E Way			W/E Way North			W/E Way South			UTURNS		
	NL	NT	NB	SL	ST	SB	EL	ET	EB	WS	WT	WB	SS	SB	WS
LANES:	0	2	0	0	2	1	0	0	0	0	0.5	0.5			
TOTAL VOLUMES	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
CONVERSION: Signalized	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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-107											Day: Friday					
City: Los Angeles											Date: 8/6/2014					
PM																
NS/EW Streets:		Sky Way			Sky Way			World Way North			World Way North					
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND					
LANES:		ML	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
		0	2	0	0	2	1	0	0	0	0	17	0	0.5		
8:30 PM		38				176	57					17	3		301	
8:45 PM		41				167	83					27	5		323	
9:00 PM		26				157	82					17	1		263	
9:15 PM		34				186	62					19	3		304	
9:30 PM		33				152	51					18	1		295	
9:45 PM		35				130	52					9	1		287	
10:00 PM		37				127	54					30	2		250	
10:15 PM		15				149	76					15	2		257	
10:30 PM		34				163	71					15	4		287	
10:45 PM		28				145	64					27	2		266	
11:00 PM		27				141	50					23	1		242	
11:15 PM		20				157	47					14	1		239	
TOTAL VOLUMES:		ML	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		TOTAL	
APPROACH P.C.'s:		0.00%	100%	0.00%	0.00%	71.31%	759	25	44%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	99.99%	10.12%	304
PEAK HR START TIME:		8:30 PM														
PEAK HR VOL:		0	139	0	0	686	294	0	0	0	0	80	12		1211	
PEAK HR FACTOR:		0.848				0.980				0.000		0.719			0.937	
CONTROL:		Signalized														

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-107		Day: Friday	
City: Los Angeles		Date: 8/6/2014	
NS/EW Streets:	NOON		
LANES:	NORTHBOUND		
	NL	NT	NR
LANES:	SOUTHBOUND		
	SL	ST	SR
LANES:	EASTBOUND		
	EL	ET	ER
LANES:	WESTBOUND		
	WL	WT	WR
TOTAL			
TOTAL VOLUMES :			
APPROACH %'s :			
PEAK HR START TIME :			
PEAK HR VOL :			
PEAK HR FACTOR :			
CONTROL :			

CONTROL : Signalized

ITM Peak Hour Summary

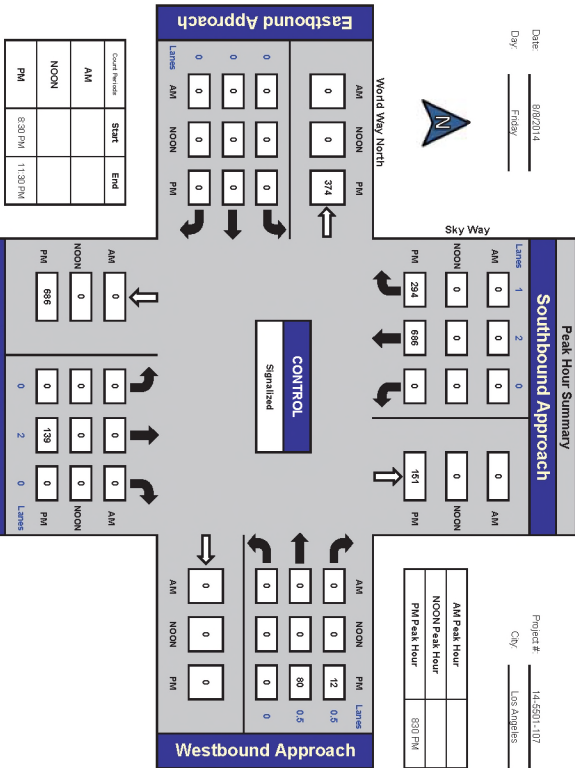
[DRAFT]

Prepared by
NDS
National Data & Surveying Services

Sky Way and World Way North, Los Angeles

Date: 8/8/2014
Day: Friday

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



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	980	161	PM	0	0
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	686	139	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	1131	0	PM	0	92
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	825	0	PM	0	0

Intersection Turning Movement

[DRAFT]

Prepared by
National Data & Surveying Services

Project ID: 14-5501-108		City: Los Angeles		Date: 8/8/2014	
Day: Friday		Project #: 14-5501-107		City: Los Angeles	
N/E/W Streets		East Way		West Way North Portage	
N/E/W Streets		Southbound		Eastbound	
Lanes:		0		0	
TOTAL VOLUMES		0		0	
PEAK HOUR VOLUME		0		0	
CONVERSION: 1: No Control		0.000		0.000	

UTURNS		UTURNS	
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-108

Day: Friday

City: Los Angeles

Date: 8/8/2014

N/S/EW Streets	PM													TOTAL
	East Way			East Way			World Way North (Frontage Rd)			World Way North (Frontage Rd)				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
8:30 PM	0	0	0	0	0	0	0	0	0	0	27	0	17	
8:45 PM											182		18	
9:00 PM											176		17	
9:15 PM											152		15	
9:30 PM											136		13	
9:45 PM											121		12	
10:00 PM											154		15	
10:15 PM											162		16	
10:30 PM											174		17	
10:45 PM											179		17	
11:00 PM											161		16	
11:15 PM											130		13	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH VOLUMES:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	0.00%	1004	
PEAK HR START TIME:	8:30 PM													TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	687	0	687	
PEAK HR FACTOR:	0.000			0.000			0.000			0.944			0.944	

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-108

Day: Friday

City: Los Angeles

Date: 8/8/2014

NORTH																					
NS/EW Streets		East Way			East Way			World Way North (Frontage Rd)			World Way North (Frontage Rd)										
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			UTURNS							
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB				SB	EB	WB
		0	0	0	0	0	0	0	0	0	0	2	0								
TOTAL VOLUMES:																					
TOTAL VOLUMES APPROACH % :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB				SB	EB	WB
		#DIV/0!	0	0	0	0	0	0	0	0	0	0	0								
TOTAL VOLUMES 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!								
PEAK HR START TIME :		0:00												TOTAL							
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							

CONTROL : No Control

ITM Peak Hour Summary

[DRAFT]

Prepared by
NDS
 National Data & Surveying Services

East Way and World Way North (Frontage Rd), Los Angeles

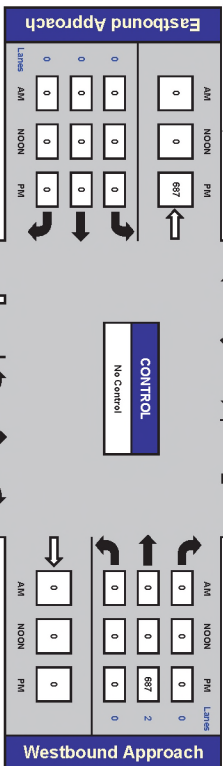
Date: 8/8/2014
 Day: Friday



World Way North Frontage Rd

Peak Hour Summary									
Southbound Approach					East Way				
Lanes	0	0	0	0	Lanes	0	0	0	0
AM	0	0	0	0	AM	0	0	0	0
NOON	0	0	0	0	NOON	0	0	0	0
PM	0	0	0	0	PM	0	0	0	0

Project #	14-5201-108
City	Los Angeles
AM Peak Hour	
NOON Peak Hour	
PM Peak Hour	8:30 PM



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

Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

[DRAFT]

Prepared by
 National Data & Surveying Services

Project ID: 14-5201-108
 City: Los Angeles

Date: 8/8/2014
 Day: Friday

AM									
World Way		World Way		World Way North Frontage		World Way North Frontage		West Way	
N/E/W Streets	West Way	World Way	World Way	World Way North Frontage	World Way North Frontage	World Way North Frontage	World Way North Frontage	West Way	West Way
N/E/W Streets	N/E	N/E	S/E	S/E	S/E	S/E	S/E	N/E	N/E
Lanes	0	0	0	0	0	0	0	0	0

CONTROL: No Control

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-109												Day: Friday		
City: Los Angeles												Date: 8/8/2014		
N/S/EW Streets:	West Way		West Way		PM				World Way North (Frontage Rd)		World Way North (Frontage Rd)			
	NORTHBOUND		SOUTHBOUND						EASTBOUND		WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	0	0	0	0	0	0	0	0	0	0	2	0		
8:30 PM											118		118	
8:45 PM											148		148	
9:00 PM											93		93	
9:15 PM											129		129	
9:30 PM											105		105	
9:45 PM											92		92	
10:00 PM											118		118	
10:15 PM											128		128	
10:30 PM											110		110	
10:45 PM											122		122	
11:00 PM											87		87	
11:15 PM											109		109	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00% 100.00% 0.00%
PEAK HR START TIME :	8:30 PM												TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	488	0	488	
PEAK HR FACTOR :	0.000												0.824	0.824

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-109														Day: Friday						
City: Los Angeles														Date: 8/8/2014						
NOON																				
NS/EW Streets:	West Way				West Way				World Way North (Frontage Rd)				World Way North (Frontage Rd)							
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB			
	0	0	0	0	0	0	0	0	0	0	2	0								
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB			
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0	0	0	0			
PEAK HR START TIME : 0.88														TOTAL						
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																				

CONTROL : No Control

[DRAFT]

Day: Friday

Intersection Turning Movement
Prepared by:
National Data & Surveying Services

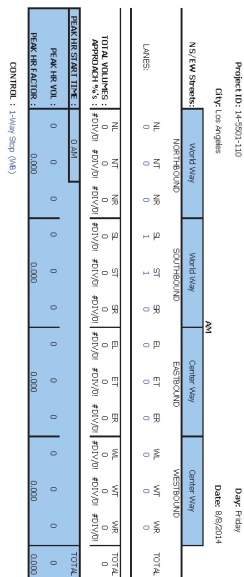
THRUBOUND	Left Way	Center Way	ESTROBOUND	Center Way	WESTBOUND
	AM				

Date: 8/6/72 Day: Friday

JULY 2016
[DRAFT]

Project #: 14-5501-109
City: Los Angeles

Project #: 14-5501-109



TURNS			
NB	SB	EB	WB
0	0	0	0

Total Volume Per Leg

North Leg		East Leg	
AM	0	AM	0
NOON	0	NOON	0
PM	0	PM	488
		AM	NOON
		PM	PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-110

Day: Friday

City: Los Angeles

PM

N/S/E/W Streets		Northbound				Southbound				Center Way				Center Way				
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	OT	TOTAL			
	8:30 PM				8	8									16			
	8:45 PM				9	10									19			
	9:00 PM				10	13									23			
	9:15 PM				14	9									23			
	9:30 PM				8	13									21			
	9:45 PM				10	14									24			
	10:00 PM				4	19									23			
	10:15 PM				11	16									27			
	10:30 PM				22	9									31			
	10:45 PM				8	6									14			
	11:00 PM				5	13									18			
	11:30 PM				8	7									15			
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	OT	TOTAL			
APPROACH %:		0	0	0	0	117	135	0	0	0	0	0	0	0	252			
		#DIV/0!	#DIV/0!	#DIV/0!	46.43%	53.57%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
PEAK HR START TIME:		9:45 PM														TOTAL		
PEAK HR VOL:		0	0	0	47	58	0	0	0	0	0	0	0	0	105			
PEAK HR FACTOR:		0.000				0.847				0.000				0.847				

CONTROL : 1-Way Stop (WB)

UTURNS			
NB	SB	EB	WB

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-110

Day: Friday

City: Los Angeles

NOC

N/S/E/W Streets:	North Way			World Way			Center Way			Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
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!	TOTAL
PEAK HOUR START TIME:	0:00												TOTAL
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

CONTROL : 1-Way Stop (WB)

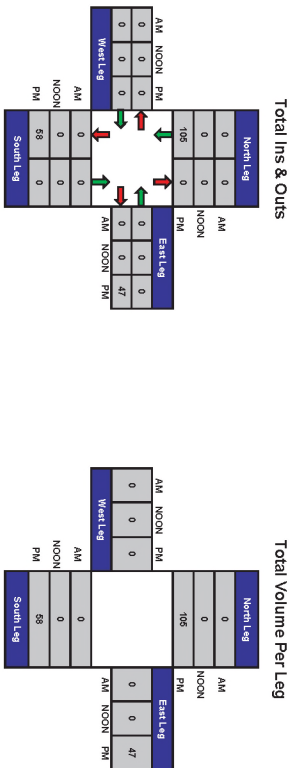
UTURNS			
NB	SB	EB	WB

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

PEAK HR START TIME :	0.00												TOTAL
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

[DRAFT]

Day: Friday
Date: 8/8/2014



[DRAFT]

a & Surve

Day: Friday
Date: 8/8/2014

City: Los Angeles		AM										Date: 8/8/2014			
N1/NV Items	Northway	Westway		Total Way South Frontage				Total Way South Frontage				Westway			
	SOOTHBOUND	EASTBOUND	SO	SE	SO	SE	SO	SE	SO	SE					
LANES:	NL	NT	NS	Q	ST	SR	EL	ET	ER	NL	WT	WS	TOTAL		
	0	0	0	0	0	3	0	0	0	0	0	0	0		
	NL	NT	NS <td>Q<td>ST</td><td>SR<td>EL</td><td>ET</td><td>ER<td>NL</td><td>WT</td><td>WS<td>TOTAL</td></td></td></td></td>	Q <td>ST</td> <td>SR<td>EL</td><td>ET</td><td>ER<td>NL</td><td>WT</td><td>WS<td>TOTAL</td></td></td></td>	ST	SR <td>EL</td> <td>ET</td> <td>ER<td>NL</td><td>WT</td><td>WS<td>TOTAL</td></td></td>	EL	ET	ER <td>NL</td> <td>WT</td> <td>WS<td>TOTAL</td></td>	NL	WT	WS <td>TOTAL</td>	TOTAL		
TOTAL LANE MILES	0	0	0	0	0	0	0	0	0	0	0	0	0		
Average M/Miles %:	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 HRS VOLUME	0	0	0	0	0	0	0	0	0	0	0	0	0		
PEAK HRS FLOW	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		
CONTRACT: 160 Central															

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-111

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	PM												TOTAL
	West Way			West Way			World Way South (Frontage Rd)			World Way South (Frontage Rd)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	0	3	0	0	0	0	
8:30 PM								123					123
8:45 PM								110					110
9:00 PM								112					112
9:15 PM								138					138
9:30 PM								111					111
9:45 PM								98					98
10:00 PM								93					93
10:15 PM								140					140
10:30 PM								113					113
10:45 PM								122					122
11:00 PM								120					120
11:15 PM								106					106
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	1386
PEAK HR START TIME :	10:15 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	495	0	0	0	0	495
PEAK HR FACTOR :	0.000			0.000			0.884			0.000			0.884

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-111

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	NOON													UTURNS			
	West Way			West Way			World Way South (Frontage Rd)			World Way South (Frontage Rd)							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL				
LANES:	0	0	0	0	0	0	0	3	0	0	0	0		NB	SB	EB	WB
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0	0	0	0
PEAK HR START TIME :	0.884													TOTAL			
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

CONTROL : No Control

[DRAFT]

Day: Friday
Date: 8/8/2014

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

DATE	BY	FOR
Date 8/6/7	Day, Fred	World War South (Frontage)
		Eastbound
		Westbound

National Data & Surveying Services

Day: Friday
Date: 8/8/2014

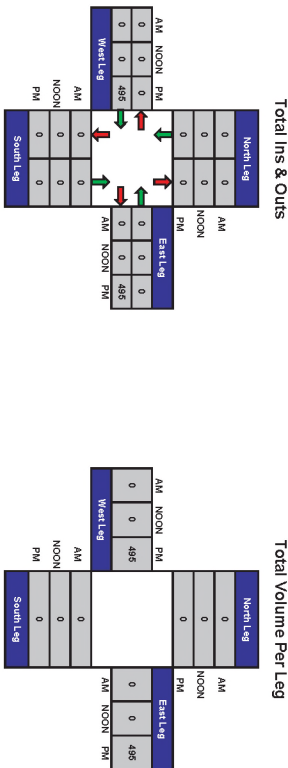
Project ID: 14-5501-112
City: Los Angeles

Day: Friday
Date: 8/8/2014

UTURNS			
NB	SB	EB	WB

	NB	SB	EB	WB
	0	0	0	0

CONTROL : No Control



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-112													Day: Friday		
City: Los Angeles													Date: 8/8/2014		
NS/EW Streets:	East Way		East Way		World Way South (Frontage Rd)				World Way South (Frontage Rd)						
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	OR	TOTAL	
	0	0	0	0	0	0	0	5	0	0	0	0	0		
8:30 PM															92
8:45 PM															92
9:00 PM															79
9:15 PM															69
9:30 PM															111
9:45 PM															103
10:00 PM															99
10:15 PM															104
10:30 PM															96
10:45 PM															105
11:00 PM															92
11:15 PM															120
TOTAL VOLUMES :															1188
APPROACH %'s :															
PEAK HR START TIME :															930 PM
PEAK HR VOL :															417
PEAK HR FACTOR :															0.939

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-112													Day: Friday							
City: Los Angeles													Date: 8/8/2014							
NOON																				
NS/EW Streets:		East Way			East Way			World Way South (Frontage Rd)			World Way South (Frontage Rd)									
NORTHBOUND															EASTBOUND		WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB		
		0	0	0		0	0		3		0	0	0							
TOTAL VOLUMES:																				
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APPROACH %'s:																				

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-113													Day: Friday					
City: Los Angeles													Date: 8/6/2014					
NS/EW Streets:	PM																	
	Center Way			Center Way			World Way South			World Way South								
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND								
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS				
	0	0	0		0	0	0	0	0	0	0	0		NB	SB	EB	WB	
8:30 PM				1									1					
8:45 PM				0									0					
9:00 PM				1									1					
9:15 PM				0									0					
9:30 PM				2									2					
9:45 PM				3									3					
10:00 PM				0									0					
10:15 PM				2									2					
10:30 PM				5									5					
10:45 PM				1									1					
11:00 PM				1									1					
11:15 PM				2									2					
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	100.00%	0.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	18				
PEAK HR START TIME : 945 PM													TOTAL					
PEAK HR VOL : 0 0 0 10 0 0 0 0 0 0 0 0 0													10					
PEAK HR FACTOR : 0.000 0.500 0.000 0.000 0.500																		
CONTROL : Signalized																		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

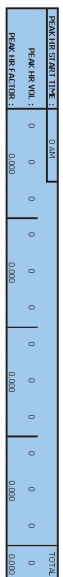
[DRAFT]

Project ID: 14-9501-113													Day: Friday																
City: Los Angeles													Date: 8/6/2014																
NS/EW Streets:	Center Way				Center Way				World Way South				World Way South																
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND																
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS															
LANES:	0	0	0	1	0	0	0	0	0	0	0	0	0	NB	SB	EB	WB												
TOTAL VOLUMES :													NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
APPROACH %'s :													#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0	0	0	0
PEAK HR START TIME :													0:04												TOTAL				
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			
CONTROL : Signalized																													

[DRAFT]

Day: Friday
Date: 8/8/2014

UTERUS			
MB	SB	EB	WB
0	0	0	0



Total Volume Per Leg

			East Leg		
			AM	NOON	PM
AM	NOON	PM	0	0	10
West Leg					
AM			0		
NOON			0		
PM			0		
South Leg					

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-114

Day: Friday

City: Los Angeles

Date: 8/8/2014

PM																
N/S/EW Streets	Departures Level Ramp				Departures Level Ramp				Center Way				Center Way			TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	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		
8:30 PM	0	0	0	1	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:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TR		
APPROACH %:	#DIV/0!	#DIV/0!	#DIV/0!	100.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		
PEAK HR START TIME:	8:30 PM													TOTAL		
PEAK HR VOL:	0	0	0	1	0	0	0	0	0	0	0	0	0	1		
PEAK HR FACTOR:	0.000				0.250		0.000				0.000		0.250			

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-114

Day: Friday

City: Los Angeles

Date: 8/8/201

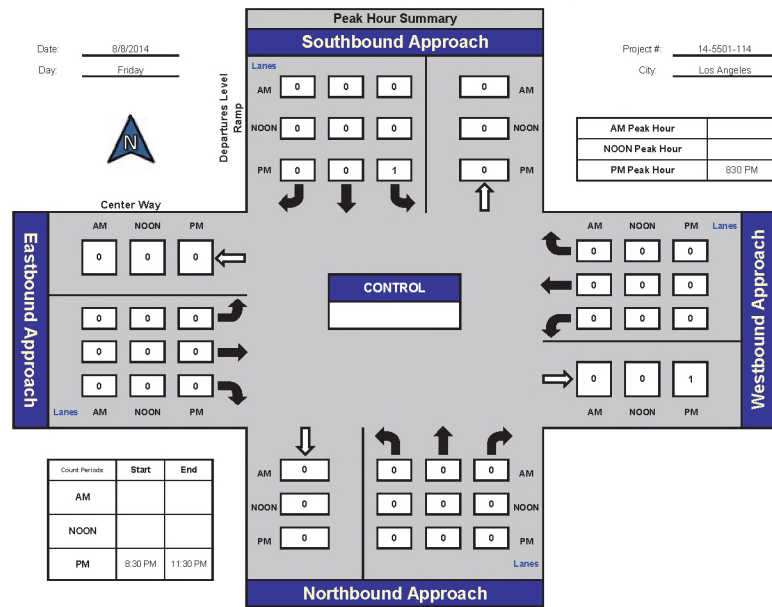
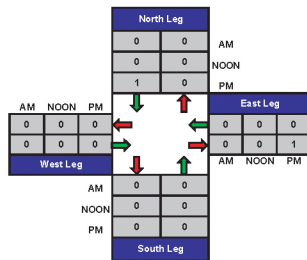
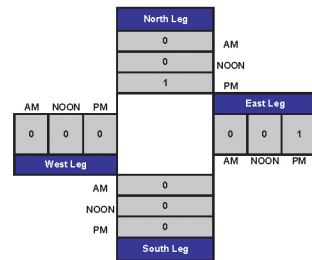
NOON																							
NS/EW Streets:		Departures Level Ramp			Departures Level Ramp			Center Way			Center Way												
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND												
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					NB	SB	EB	WB	
		0	0	0	0	0	0	0	0	0	0	0	0										
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL					NB	SB	EB	WB	
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!										
		0	0	0	0	0	0	0	0	0	0	0	0										
PEAK HR START TIME :		0:00												TOTAL									
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									

CONTROL : 0

ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

[DRAFT]

Departures Level Ramp and Center Way, Los Angeles**Total Ins & Outs****Total Volume Per Leg****Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-116
City: Los Angeles
Day: Friday
Date: 8/9/2014

NS/EW Streets	AM												TOTAL	UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				NB	SB	EB	WB
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		0	0	0	0
PEAK HR START TIME:	0 AM												TOTAL				
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
PEAK HR FACTOR:	0.000												0.000				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-116

Day: Friday

City: Los Angeles

Date: 8/8/2014

PM															TOTAL	
N5/EW Streets	East Way			East Way			Center Way			Center Way			TOTAL			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND						
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	0	1		
LANES:	0	0	0	0	0	0	0	2	0	0	0	0	0	0		
8:30 PM							0	62	0					62		
8:45 PM							0	50	0					50		
9:00 PM							0	59	0					59		
9:15 PM							0	64	0					64		
9:30 PM							0	68	0					68		
9:45 PM							0	83	0					83		
10:00 PM							0	73	0					73		
10:15 PM							1	85	0					86		
10:30 PM							0	72	0					72		
10:45 PM							1	92	1					94		
11:00 PM							0	44	1					45		
11:15 PM							0	52	0					52		
TOTAL VOLUMES: APPROACH % :	NL # DIV/DIV	NT # DIV/DIV	NR # DIV/DIV	SL # DIV/DIV	ST # DIV/DIV	SR # DIV/DIV	EL 0.25%	ET 99.48%	ER 0.25%	WL # DIV/DIV	WT # DIV/DIV	WR # DIV/DIV	0	771		
PEAK HR START TIME :	945 PM												TOTAL			
PEAK HR VOL :	0	0	0	0	0	0	1	313	0	0	0	0	0	314		
PEAK HR FACTOR :	0.000						0.913			0.000			0.913			

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-116

Day: Friday

City: Los Angeles

Date: 8/8/201

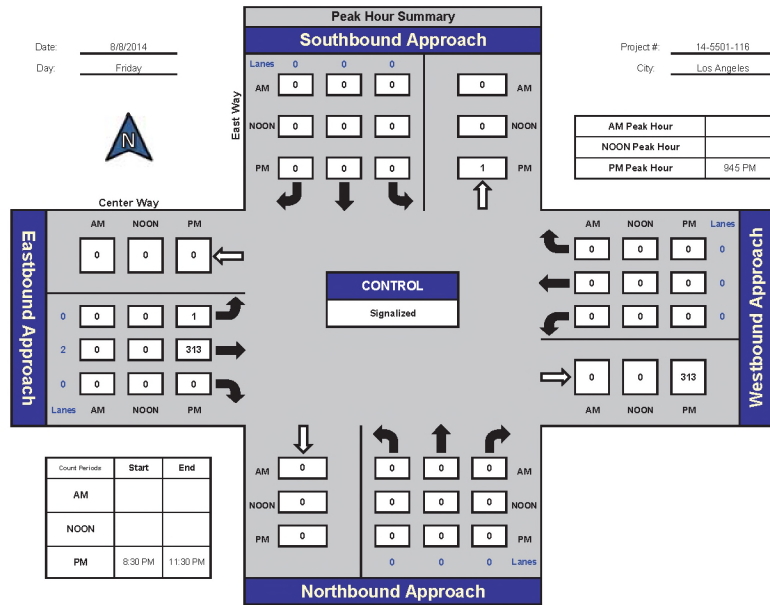
NOON													
NS/EW Streets:		East Way			East Way			Center Way			Center Way		
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	0	0	2	0	0	0	0	
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH % :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	0.00												TOTAL
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

CONTROL : *Signalized*

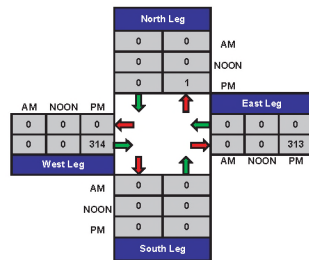
ITM Peak Hour SummaryPrepared by:
NDS

National Data & Surveying Services

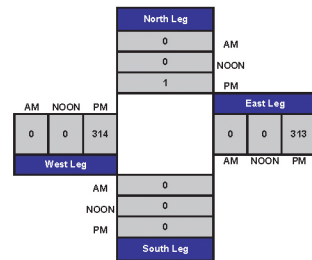
[DRAFT]

East Way and Center Way, Los AngelesDate: 8/9/2014
Day: Friday

Total Ins & Outs



Total Volume Per Leg

**Intersection Turning Movement**Prepared by:
National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-207

Day: Friday

City: Los Angeles

Date: 8/9/2014

NS/EW Streets	AM											
	Sky Way			Sky Way			World Way North			World Way North		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI
APPROACH %:												
PEAK HR START TIME:	0 AM											
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:	0											

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-207

Day: Friday

City: Los Angeles

DM

Date: 8/8/2014

44. [Return to Table of Contents](#)

N/S/E/W Streets:		Sky Way			Sky Way			World Way North			World Way North			TOTAL
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
8:30 PM		0		0	0			0			0			0
8:45 PM														2
9:00 PM														0
9:15 PM														2
9:30 PM														0
9:45 PM														1
10:00 PM														0
10:15 PM														1
10:30 PM														1
10:45 PM														5
11:00 PM														0
11:15 PM														15
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s:		#DIV/0!	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	15
PEAK HR START TIME:		10:15 PM												TOTAL
PEAK HR VOL:		0	0	0	0	0	0	0	0	0	0	10	0	30
PEAK HR FACTOR:		0.000						0.000			0.500			0.500

CONTROL : 0

UTURNS			
NB	SB	EB	WB

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-207

Day: Friday

City: Los Angeles

NOON

Date: 8/8/201

Model 5A/B

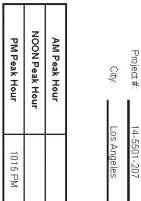
NS/EW Streets:	RUBEN												TOTAL				
	Sky Way				Sky Way				World Way North					World Way North			
	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR					
	0			0			0			0							
TOTAL VOLUMES:																	
APPROACH %:																	
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
PEAK HR START TIME:																	
	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			0.00				

CONTROL : 0

UTURNS			
NB	SB	EB	WB

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

[DRAFT]

Day: Friday
Date: 06/20/2014

Peak Hour Summary

Project #: 14-5501-207
City: Los Angeles

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

L2705

Total Volume Per Leg

North Leg		East Leg	
0	AM	0	AM
0	NOON	0	NOON
0	PM	10	PM
West Leg		South Leg	
0	AM	0	
0	NOON	0	
10	PM	0	

[DRAFT]

Day: Friday
Date: 06/20/2014

TURNERS				
NR	SB	EB	WB	
0	0	0	0	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-210

Day: Friday

City: Los Angeles

PM

NS/EW Streets		World Way (Frontage Rd)			World Way (Frontage Rd)			Center Way			Center Way			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	0	0	0	3	0	0	0	0	0	0	0	0
8:30 PM						129								129
8:45 PM						127								127
9:00 PM						100								100
9:15 PM						121								121
9:30 PM						130								130
9:45 PM						124								124
10:00 PM						107								107
10:15 PM						147								147
10:30 PM						145								145
10:45 PM						136								136
11:00 PM						121								121
11:15 PM						149								149
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %:		0	0	0	0	35.16	0	0	0	0	0	0	0	1516
		#C/D/V/D	#C/D/V/D	#C/D/V/D	0.00%	100.00%	0.00%	#C/D/V/D	#C/D/V/D	#C/D/V/D	#C/D/V/D	#C/D/V/D	#C/D/V/D	
PEAK HR START TIME:		10:15 PM												
PEAK HR VOL:		0	0	0	0	557	0	0	0	0	0	0	0	557
PEAK HR FACTOR:		0.000					0.925		0.000					0.000

CONTROL : No Control

UTURNS			
NB	SB	EB	WB

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-5501-210

Day: Friday

City: Los Angeles

NOON

NS/E/W Streets:	World Way (Frontage Rd)			World Way (Frontage Rd)			Center Way			Center Way			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s:	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	#CDV01	TOTAL
PEAK HR START TIME:	0.00												TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
PEAK HR FACTOR:	0.000			0.000			0.000			0.000			0.000

CONTROL : No Control

UTURNS			
NB	SB	EB	WB

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

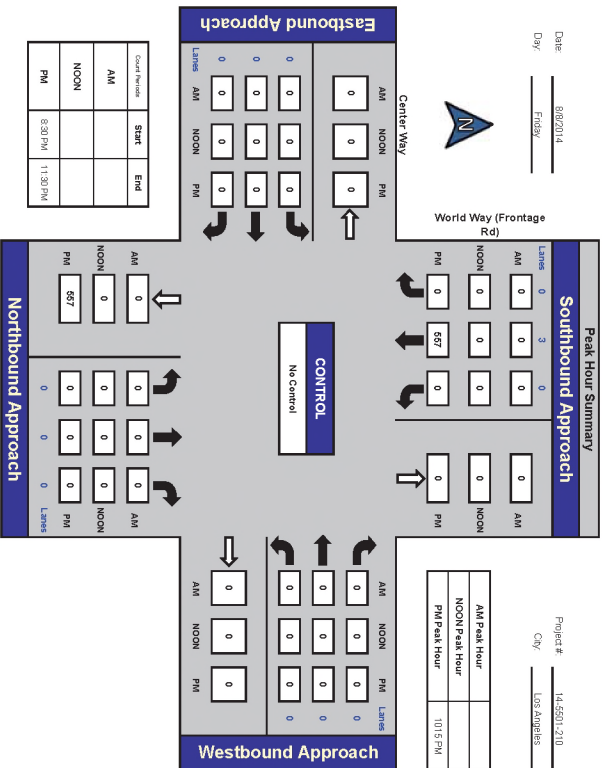
PEAK HR START TIME :	0.00												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

ITM Peak Hour Summary

[DRAFT]

Prepared by
NDS
 National Data & Surveying Services

World Way (Frontage Rd) and Center Way, Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	657	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	657	0	PM	0	0
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	657	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	657	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	657	0	PM	0	0
West Leg			South Leg		
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	657	0	PM	0	0

[DRAFT]

Turning Movement Count			NDS/ATD Job # 14-5501											
60 Minute Counts			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
DATE	TIME	INTID												
8/8/2014	615	1	0	0	0	0	0	0	922	0	0	0	0	1948
8/8/2014	600	2	90	0	0	0	0	0	0	0	0	0	671	2218
8/8/2014	600	3	0	0	0	0	0	0	0	0	0	0	628	1679
8/8/2014	600	4	0	0	0	0	528	0	0	0	1502	0	0	0
8/8/2014	615	5	0	0	0	0	565	0	0	72	1966	0	0	0
8/8/2014	615	6	0	0	0	0	0	0	0	920	708	893	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-001													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
AM																
NS/EW Streets:	Sky Way			Sky Way			World Way North			World Way North						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
6:00 AM	0	0	0	0	0	234	0	0	0	475	0	0	709			
6:15 AM						230				493			723			
6:30 AM						225				460			685			
6:45 AM						227				526			753			
7:00 AM						240				469			709			
7:15 AM						239				403			642			
7:30 AM						195				456			651			
7:45 AM						199				394			593			
8:00 AM						209				413			622			
8:15 AM						239				407			646			
8:30 AM						219				367			586			
8:45 AM						215				408			623			
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	0.00%	100.00%	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	7952			
PEAK HR START TIME : 6:15 AM																
PEAK HR VOL :	0	0	0	0	0	922	0	0	0	0	1948	0	2870			
PEAK HR FACTOR :	0.000			0.960			0.000			0.526			0.953			
CONTROL : Signalized																

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-001													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
PM																
NS/EW Streets:	Sky Way			Sky Way			World Way North			World Way North						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	0	0	3	0	0	0	0	4	0	0			
TOTAL VOLUMES :													NB	SB	EB	WB
APPROACH %'s :													0	0	0	0
PEAK HR START TIME :													0.000			
PEAK HR VOL :													0	0	0	0
PEAK HR FACTOR :													0.000	0.000	0.000	0.000
CONTROL : Signalized																

CONTROL : Signalized

[DRAFT]

UTURNS			
NB	SB	EB	WB
0	0	0	0

[DRAFT]

Date:

8/8/2014

Day:

Friday

Peak Hour Summary

Southbound Approach

Lane: 3

0

0



Total Volume Per Leg

LAX Landside Access Modernization Program
Draft EIR

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-002													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	East Way				East Way				World Way North				World Way North			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	1	0	0	0	0	0	0	0	0	1	3	0				
6:00 AM	27									145	590		762			
6:15 AM	29									178	531		738			
6:30 AM	19									163	513		695			
6:45 AM	15									185	584		754			
7:00 AM	11									161	563		725			
7:15 AM	22									179	467		666			
7:30 AM	19									169	496		684			
7:45 AM	18									121	472		611			
8:00 AM	23									116	511		650			
8:15 AM	25									142	513		680			
8:30 AM	15									130	474		639			
8:45 AM	19									128	492		639			
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	242	0	0	0	0	0	0	0	0	1837	6206	0	8285			
	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	22.84%	77.16%	0.00%				
PEAK HR START TIME :	6:00 AM												TOTAL			
PEAK HR VOL :	90	0	0	0	0	0	0	0	0	671	2218	0	2979			
PEAK HR FACTOR :	0.776				0.000				0.000				0.929	0.950		

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-002													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	East Way				East Way				World Way North				World Way North			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	1	0	0	0	0	0	0	0	0	1	3	0				
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
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!	0			
PEAK HR START TIME :	0.00												TOTAL			
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		

CONTROL : No Control

[DRAFT]

TURNS			
MB	SB	EB	WB
MB	SB	EB	WB
0	0	0	0

[DRAFT]

Date: 8/8/2014
Day: Friday



Total Ins & Outs

North Leg		East Leg	
AM	0	AM	2889
NOON	0	0	0
PM	0	AM	NOON
		PM	PM

Total Volume Per Leg

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-003

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	AM												TOTAL
	West Way			West Way			World Way North			World Way North			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	0	0	0	0	0	0.5	2.5	0	
6:00 AM							198			430			630
6:15 AM										143			556
6:30 AM										141			539
6:45 AM										135			564
7:00 AM										198			584
7:15 AM										154			463
7:30 AM										201			528
7:45 AM										185			502
8:00 AM										182			520
8:15 AM										178			550
8:30 AM										154			460
8:45 AM										149			507
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	31.56%	68.44%	0.00%	6461
PEAK HR START TIME :	6:00 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	628	1679	0	2307
PEAK HR FACTOR :	0.000			0.000			0.000			0.936			0.936

CONTROL : No Control

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-003

Day: Friday

City: Los Angeles

Date: 8/8/2014

NS/EW Streets	PM												UTURNS			
	West Way			West Way			World Way North			World Way North						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND						
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT				
	0	0	0	0	0	0	0	0	0	0	0.5	2.5	0			
	NB	SB	EB	WB												
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI			
	NB	SB	EB	WB												
	0	0	0	0												
PEAK HR START TIME :	0.00												TOTAL			
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			

CONTROL : No Control

Intersection Turning Movement

(DRAFT)

National Data & Surveying Services

Prepared by:

Project ID: 14-5901-003

City: Los Angeles

Date: 6/6/2014

Day: Friday

N/E/W Streets	West Way			Southbound			Northbound			Eastbound North			Westbound North		
	NL	WT	HL	SL	ST	HL	EL	ET	HL	EL	ET	HL	WT	HL	TL
LANES:	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
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
CONVERSION: 1: No Control															

UTURNS		
NB	SB	EB
0	0	0

ITM Peak Hour Summary

(DRAFT)

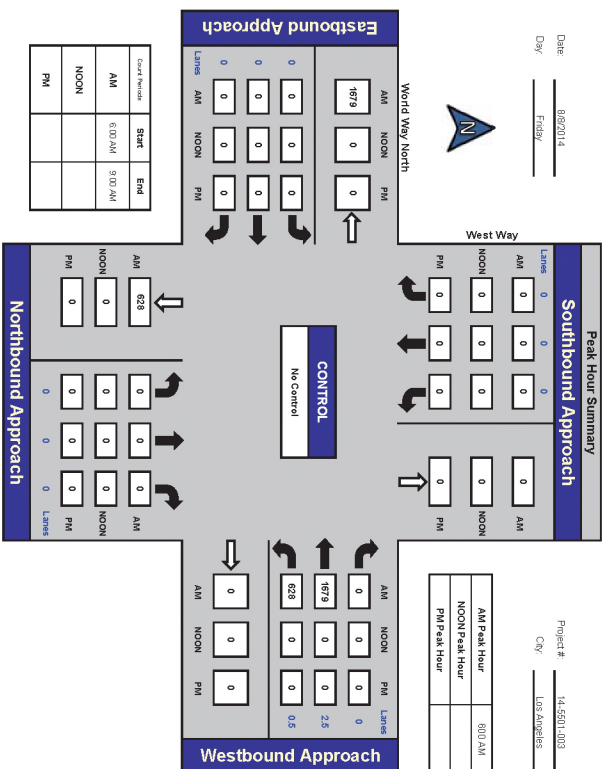
National Data & Surveying Services

Prepared by:

Project ID: 14-5901-003

City: Los Angeles

West Way and World Way North, Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	0	AM	628	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

West Leg			South Leg		
AM	1679	0	AM	628	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	AM	628	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

West Leg			South Leg		
AM	1679	0	AM	628	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-004												Day: Friday			
City: Los Angeles												Date: 8/8/2014			
NS/EW Streets:	West Way				West Way				World Way South				World Way South		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS	
	0	0	0					3	0	0	0	0	0	NB	SB
6:00 AM				144				369					513	EB	WB
6:15 AM				121				397					518		
6:30 AM				122				377					499		
6:45 AM				141				259					500		
7:00 AM				158				327					485		
7:15 AM				148				332					480		
7:30 AM				150				326					476		
7:45 AM				171				296					467		
8:00 AM				160				318					478		
8:15 AM				142				315					457		
8:30 AM				136				298					434		
8:45 AM				131				303					434		
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS	
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	5741	NB	SB
PEAK HR START TIME :	5:00 AM												0	EB	WB
PEAK HR VOL :	0	0	0	528	0	0	0	1502	0	0	0	0	2030		
PEAK HR FACTOR :	0.000			0.917			0.946			0.000			0.990		
CONTROL : Signalized															

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-004												Day: Friday			
City: Los Angeles												Date: 8/8/2014			
NS/EW Streets:	West Way				West Way				World Way South				World Way South		
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	UTURNS	
	0	0	0	2	0	0	0	3	0	0	0	0	0	NB	SB
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0	0	0
PEAK HR START TIME :	0.00												0	UTURNS	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	NB	SB
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000	EB	WB
CONTROL : Signalized															

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

Prepared by:

Project ID: 14-5501-004

City: Los Angeles

Date: 6/6/2014

Day: Friday

N/E/W Streets	West Way			World Way South			West Way South		
	NB	WB	RT	SB	ST	RT	EB	ET	WB
LANES:	0	0	0	2	0	0	3	0	0
TOTAL PEAK HOUR VOLUMES (ADVISOR)									
PEAK HOUR VOLUME:	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
CONVERSION: Signalized									

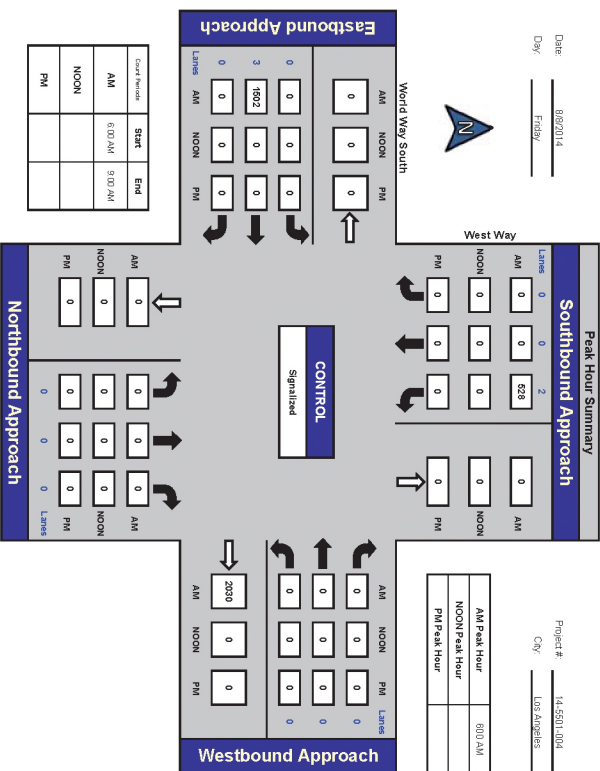
UTURNS		
NB	SB	WB
0	0	0

ITM Peak Hour Summary

[DRAFT]

Prepared by:

National Data & Surveying Services

**West Way and World Way South, Los Angeles****Total Ins & Outs**

North Leg			East Leg		
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-005													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	East Way				East Way				World Way South				World Way South			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
6:00 AM	0	0	0				27	467					530			
6:15 AM				115			30	527					680			
6:30 AM				145			38	498					662			
6:45 AM				128			13	445					596			
7:00 AM				158			11	496					665			
7:15 AM				148			22	476					646			
7:30 AM				138			19	446					603			
7:45 AM				122			38	458					598			
8:00 AM				99			22	449					570			
8:15 AM				99			24	446					569			
8:30 AM				115			15	412					542			
8:45 AM				110			21	427					558			
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	100.00%	0.00%	0.00%	4.15%	95.85%	0.00%	#DIV/DI	#DIV/DI	#DIV/DI	7299			
PEAK HR START TIME :	5:15 AM												TOTAL			
PEAK HR VOL :	0	0	0	565	0	0	72	1966	0	0	0	0	2903			
PEAK HR FACTOR :	0.000			0.884			0.915			0.000			0.957			

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

[DRAFT]

National Data & Surveying Services

Project ID: 14-9501-005													Day: Friday			
City: Los Angeles													Date: 8/8/2014			
NS/EW Streets:	East Way				East Way				World Way South				World Way South			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	0	2	0	0	0.5	2.5	0	0	0	0				
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0			
PEAK HR START TIME :	0.00												TOTAL			
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			

CONTROL : Signalized

Intersection Turning Movement

(DRAFT)

National Data & Surveying Services

Prepared by:

Project ID: 14-5501-005

City: Los Angeles

Date: 6/6/2014

Day: Friday

N/E/W Streets	East Way			East Way			NOON			West Way South			West Way South		
	Northbound	Southbound	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left
LANES:	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
PEAK HOUR VOLUME:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONVERSION 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

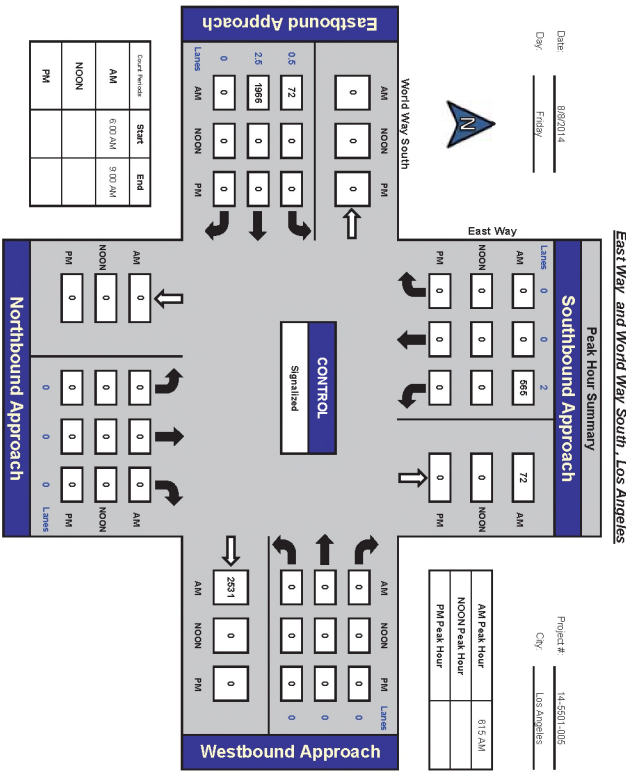
UTURNS			UTURNS		
Left	Through	Right	Left	Through	Right
0	0	0	0	0	0

ITM Peak Hour Summary

(DRAFT)

Prepared by:

National Data & Surveying Services

Date: 6/6/2014
Day: FridayProject #: 14-5501-005
City: Los Angeles

Total Ins & Outs

North Leg			East Leg		
AM	666	72	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	666	72	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
AM	0	0	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-006												Day: Friday											
City: Los Angeles												Date: 8/8/2014											
NS/EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Century Blvd			Century Blvd			AM										
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND													
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
	0	0	0	0	0	0	1.5	1.5	1	0	0	0											
6:00 AM							205	188	150														
6:15 AM							230	178	243														
6:30 AM							227	173	231														
6:45 AM							225	170	192														
7:00 AM							237	187	227														
7:15 AM							249	185	188														
7:30 AM							208	178	208														
7:45 AM							250	162	169														
8:00 AM							228	170	193														
8:15 AM							222	156	176														
8:30 AM							227	139	163														
8:45 AM							215	165	152														
TOTAL VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL										
APPROACH %'s:	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	38.56%	29.01%	32.42%	#DIV/DI	#DIV/DI	#DIV/DI	7069										
PEAK HR START TIME:	6:30 AM												TOTAL										
PEAK HR VOL:	0	0	0	0	0	0	920	708	893	0	0	0	2321										
PEAK HR FACTOR:	0.000			0.000			0.968			0.000			0.968										

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

[DRAFT]

Project ID: 14-9501-006														Day: Friday																									
City: Los Angeles														Date: 8/8/2014																									
														PM																									
NS/EW Streets:		Sepulveda Blvd				Sepulveda Blvd				Century Blvd				Century Blvd																									
NORTHBOUND														SOUTHBOUND				EASTBOUND				WESTBOUND				UTURNs													
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB														WB	EB	WB								
		0	0	0	0	0	0	1.5	1.5	1	0	0	0																										
TOTAL VOLUMES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB														WB	EB	WB								
APPROACH %'s :		#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI																										
PEAK HR START TIME :		0.00												TOTAL																									
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																					

CONTROL : No Control

Intersection Turning Movement

[DRAFT]

National Data & Surveying Services

Prepared by

Project ID: 14-9501-008

City: Los Angeles

Date: 6/6/2014

Day: Friday

N/E/W Streets	Sepulveda Blvd			SOUTHBOUND			CENTURY BLVD			EASTBOUND			WESTBOUND		
	NL	WT	WB	SL	ST	SP	EL	ET	EP	WL	WT	WB	TL	TL	TL
LANES:	0	0	0	0	0	0	1.5	1.5	1	0	0	0	0	0	0
TOTAL VOLUMES	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
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
CONVERSION: 1: No Control															

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

ITM Peak Hour Summary

[DRAFT]

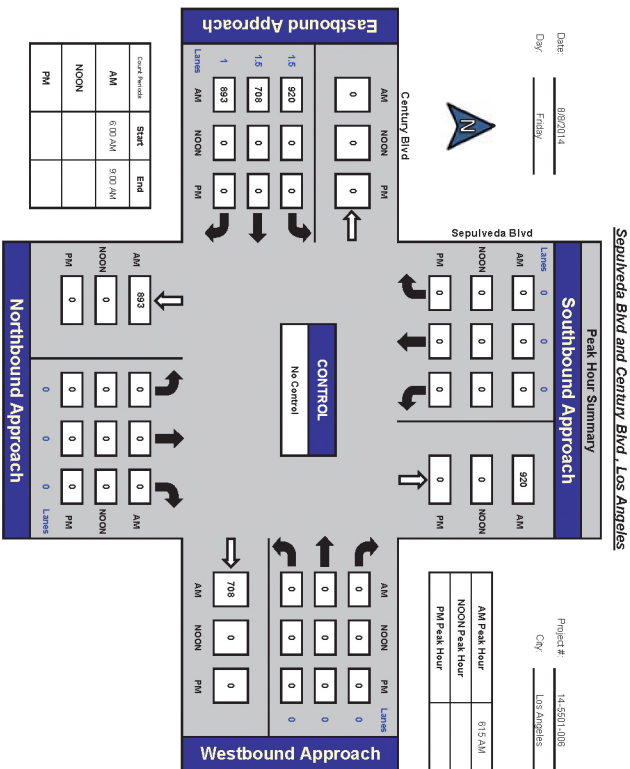
National Data & Surveying Services



Prepared by

Date: 6/6/2014
Day: Friday

Project #: 14-9501-008
City: Los Angeles



Total Ins & Outs

North Leg			East Leg		
AM	0	820	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
West Leg	AM	820	East Leg	AM	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

Total Volume Per Leg

North Leg			East Leg		
AM	0	820	AM	0	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0
West Leg	AM	820	East Leg	AM	0
NOON	0	0	NOON	0	0
PM	0	0	PM	0	0

N.6

Intersection Capacity Analysis Worksheets



HCM Signalized Intersection Capacity Analysis

1: Int

[DRAFT]
4/8/2016

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
Frt	0.96	0.85	0.90	0.85	0.85
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		Prot		Perm
Protected Phases	4		2	2	
Permitted Phases		4			2
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	0.49	
v/s Ratio Perm		0.33			0.43
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)		105.9		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

[DRAFT]

MITIG8 - 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:		Easy Way				World Way South							
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					
Rights:		Include		Include		Include		Include					
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		0	0	0	0	2	0	0	0	0	1	0	0

Volume Module:													
Base Vol:		0	0	0	361	0	0	150	1866	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
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
Reduct Vol:		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
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

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	0.14	0.00	0.00	0.11	0.34	0.00	0.00	0.00	0.00
Crit Vol:		0			199				467		0		
Crit Moves:					****				****				

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Baseline

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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:	Skyway			World Way North			
Approach:	North Bound		South Bound		East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	

Control:	Protected		Protected		Protected		Protected
Rights:	Ignore		Include		Include		Include
Min. Green:	0	0	0	0	0	0	0
Lanes:	2	0	1	0	0	0	6

Volume Module:							
Base Vol:	386	267	0	0	0	1880	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	267	0	0	0	1880	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Volume:	386	267	0	0	0	1880	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	386	267	0	0	0	1880	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00
Final Vol.:	425	267	0	0	0	1880	0

Saturation Flow Module:							
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375
Adjustment:	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	6.00	0.00
Final Sat.:	2750	1375	0	0	0	8250	0

Capacity Analysis Module:							
Vol/Sat:	0.15	0.19	0.00	0.00	0.00	0.00	0.23
Crit Vol:	212			493	0		313
Crit Moves:	****			****			****

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HCM Signalized Intersection Capacity Analysis

1: Int

	→	↗	↖	↘	↙
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
Frt	0.96	0.85	0.90	0.85	0.85
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		Prot	Perm	
Protected Phases	4		2	2	
Permitted Phases	4			2	
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	0.49	
v/s Ratio Perm		c0.33		0.43	
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)	105.9	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			

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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):      0.645
Loss Time (sec):   0 (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
Rights:      Include      Include      Include      Include
Min. Green:  0 0 0 0      0 0 0 20      0 0 0 0      0 0 60 0
Lanes:       0 0 0 0      0 0 1 0 3      0 0 0 0 0      0 0 5 0 0
-----
Volume Module:
Base Vol:    0 0 0 0      0 0 0 1302      0 0 0 0      0 2644 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
Initial Bse:  0 0 0 0      0 0 0 1302      0 0 0 0      0 2644 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
PHF Adj:     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 0      0 0 0 1302      0 0 0 0      0 2644 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      0 0 0 1302      0 0 0 0      0 2644 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
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00
Final Vol.:   0 0 0 0      0 0 0 1432      0 0 0 0      0 2644 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 xxxxx 0.01 4.00 0.00 0.00 0.00 5.00 0.00
Final Sat.:  0 0 0 0      0 0 0 5500      0 0 0 0      0 6875 0
-----
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.00 0.00 0.26 0.00 0.00 0.00 0.00 0.38 0.00
Crit Vol:    0          358 0          529
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):      0.638
Loss Time (sec):   0 (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
Rights:      Include      Include      Include      Include
Min. Green:  0 0 0 0      20 0 0 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 0      487 0 0 0      74 3047 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
Initial Bse:  0 0 0 0      487 0 0 0      74 3047 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
PHF Adj:     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 0      487 0 0 0      74 3047 0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 0      487 0 0 0      74 3047 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
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 0 0 0      536 0 0 0      74 3047 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
Final Sat.:  0 0 0 0      2750 0 0 0      1375 6875 0 0 0 0
-----
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.19 0.00 0.00 0.05 0.44 0.00 0.00 0.00 0.00
Crit Vol:    0          268          609 0
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): 0.738
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
Rights: Include Include Include Include
Min. Green: 0 0 0 20 0 0 0 60 0 0 0 0
Lanes: 0 0 0 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 1116 0 0 0 2006 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
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
Reduct Vol: 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
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

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 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 0.45 0.00 0.00 0.00 0.29 0.00 0.00 0.00 0.00
Crit Vol: 0 614 401 0
Crit Moves: ****

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MITIG8 - Baseline

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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): 0.730
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): XXXXXX
Optimal Cycle: 85 Level Of Service: C

Street Name: World Way World Way
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
Rights: Include Include Include Include
Min. Green: 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

Volume Module:
Base Vol: 0 164 0 0 0 0 0 840 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 0 840 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 0 840 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 164 0 0 0 0 0 840 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 0 840 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 1.00 0.00 0.00 0.00 0.00
Final Sat.: 0 1375 0 0 0 0 0 1375 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.12 0.00 0.00 0.00 0.00 0.00 0.61 0.00 0.00 0.00 0.00
Crit Vol: 164 0 840 0
Crit Moves: ****

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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): 0 (Y+R = 0 sec) Average Delay (sec/veh): XXXXXX
Optimal Cycle: 36 Level Of Service: A

Street Name: Easy Way World Way South

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
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 4 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 318 0 0 107 1312 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 1.00
Initial Bse: 0 0 0 318 0 0 107 1312 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 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 1.00
PHF Volume: 0 0 0 318 0 0 107 1312 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 318 0 0 107 1312 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 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 1.00
Final Vol.: 0 0 0 350 0 0 107 1312 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 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 0.13 0.00 0.00 0.08 0.24 0.00 0.00 0.00 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): 0 (Y+R = 0 sec) Average Delay (sec/veh): XXXXXX
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
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 1 0 3 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 922 0 0 0 0 2339 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
Initial Bse: 0 0 0 0 0 0 922 0 0 0 0 2339 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 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 1.00
PHF Volume: 0 0 0 0 0 0 922 0 0 0 0 2339 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 922 0 0 0 0 2339 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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 1014 0 0 0 0 2339 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 xxxx 0.01 4.00 0.00 0.00 0.00 0.00 5.00 0.00
Final Sat.: 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 0.00 0.00 0.34 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
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
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      20 0 0      0 60 0      0 0 0
Lanes:      0 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 0 429 0 0 74 2420 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 1.00
Initial Bse: 0 0 0 0 429 0 0 74 2420 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 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 1.00
PHF Volume: 0 0 0 0 429 0 0 74 2420 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 0 429 0 0 74 2420 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 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 1.00
Final Vol.: 0 0 0 0 472 0 0 74 2420 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 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 0 2750 0 0 1375 6875 0 0 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 0
Crit Moves: ****
*****

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[DRAFT]

MITIG8 - Default Scenario Fri Apr 8, 2016 14:14:11

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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
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
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      20 0 0      0 60 0      0 0 0
Lanes:      0 0 0 0 0      2 0 0 0 0      0 0 5 0 0      0 0 0 0 0
-----
Volume Module:
Base Vol:      0 0 0 0 1184 0 0 0 1310 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 1.00
Initial Bse: 0 0 0 0 1184 0 0 0 1310 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 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 1.00
PHF Volume: 0 0 0 0 1184 0 0 0 1310 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 0 1184 0 0 0 1310 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 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 1.00
Final Vol.: 0 0 0 0 1302 0 0 0 1310 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 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 0.47 0.00 0.00 0.00 0.19 0.00 0.00 0.00 0.00
Crit Vol: 0 651 262 0
Crit Moves: ****
*****

```

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HCM Signalized Intersection Capacity Analysis

1: Int

[DRAFT]
4/8/2016

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	0.97	0.81	0.91
Frt	0.96	0.85	0.91	0.85	0.85
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		Prot		Perm
Protected Phases	4		2	2	
Permitted Phases		4			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		0.35	0.53	
v/s Ratio Perm		0.31			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)		109.1		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					

[DRAFT]

MITIG8 - Baseline

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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:		Easy Way					World Way South						
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		
Rights:	Include				Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	1	0	4	0	0
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	0	0	0	544	0	0	127	1540	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	1.00
Initial Bse:	0	0	0	544	0	0	127	1540	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	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	1.00
PHF Volume:	0	0	0	544	0	0	127	1540	0	0	0	0	0
Reduct Vol:	0	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	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	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	1.00
Final Vol.:	0	0	0	598	0	0	127	1540	0	0	0	0	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:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	4.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2750	0	0	1375	5500	0	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	0.00
Crit Vol:	0			299				385			0		
Crit Moves:				****				****					

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Baseline

Synchro 7 - Report
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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):				0.790	
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):				XXXXXX	
Optimal Cycle:	108	Level Of Service:				C	

Street Name:	Skyway			World Way North			
Approach:	North Bound		South Bound		East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	

Control:	Protected		Protected		Protected		Protected
Rights:	Ignore		Include		Include		Include
Min. Green:	2	0	0	0	0	0	0
Lanes:	2	0	1	0	0	0	6

Volume Module:							
Base Vol:	400	270	0	0	0	1430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	270	0	0	0	1430	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Volume:	400	270	0	0	0	1430	0
Reduct Vol:	0	0	0	0	0	0	0
Reduced Vol:	400	270	0	0	0	1430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.10	1.00
Final Vol.:	440	270	0	0	0	1573	0

Saturation Flow Module:							
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375
Adjustment:	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
Final Sat.:	2750	1375	0	0	0	4125	0

Capacity Analysis Module:							
Vol/Sat:	0.16	0.20	0.00	0.00	0.00	0.38	0.00
Crit Vol:	220					524	0
Crit Moves:	****					****	****

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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	0.97	0.81	0.91
Frt	0.96	0.85	0.91	0.85	0.85
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			Prot	Perm
Protected Phases	4		2	2	
Permitted Phases	4			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		0.35	c0.53	
v/s Ratio Perm		c0.31		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)			109.1	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					

Baseline

Synchro 7 - Report
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[DRAFT]

MITIG8 - Default Scenario Fri Apr 8, 2016 14:17:07

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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): 0.746
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 20 0 0 0 0 0 60 0
Lanes: 0 0 0 0 0 0 1 0 3 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 1502 0 0 0 0 0 3065 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
Initial Bse: 0 0 0 0 0 0 1502 0 0 0 0 0 3065 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 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 1.00
PHF Volume: 0 0 0 0 0 0 1502 0 0 0 0 0 3065 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 1502 0 0 0 0 0 3065 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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 0 0 1652 0 0 0 0 0 3065 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 xxxx 0.01 4.00 0.00 0.00 0.00 0.00 5.00 0.00
Final Sat.: 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 0.30 0.00 0.00 0.00 0.00 0.45 0.00
Crit Vol: 0 413 0 613
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): 0.745
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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
Rights: Include Include Include Include
Min. Green: 0 0 0 0 20 0 0 0 0 60 0 0 0 0
Lanes: 0 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 0 577 0 0 81 3538 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 1.00
Initial Bse: 0 0 0 0 577 0 0 81 3538 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 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 1.00
PHF Volume: 0 0 0 0 577 0 0 81 3538 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 577 0 0 81 3538 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 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 1.00
Final Vol.: 0 0 0 0 635 0 0 81 3538 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 5.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 2750 0 0 1375 6875 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.06 0.51 0.00 0.00 0.00 0.00
Crit Vol: 0 317 708 0
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): 0.860
 Loss Time (sec): 0 (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
 Rights: Include Include Include Include
 Min. Green: 0 0 0 20 0 0 0 60 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 0 0 1309 0 0 0 2310 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
 Initial Bse: 0 0 0 1309 0 0 0 2310 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
 PHF Adj: 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
 Reduct Vol: 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
 PCE Adj: 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
 Final Vol.: 0 0 0 1440 0 0 0 2310 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 1.00 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 0.52 0.00 0.00 0.00 0.34 0.00 0.00 0.00 0.00
 Crit Vol: 0 720 462 0
 Crit Moves: ****

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[DRAFT]

MITIG8 - Baseline

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 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

 Street Name: World Way World Way
 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
 Rights: Include Include Include Include
 Min. Green: 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

 Volume Module:
 Base Vol: 0 250 0 0 0 0 0 774 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
 Initial Bse: 0 250 0 0 0 0 0 774 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
 PHF Adj: 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 0 774 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 250 0 0 0 0 0 774 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
 MLF Adj: 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 0 774 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 1.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00
 Final Sat.: 0 1375 0 0 0 0 0 1375 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 0 774 0
 Crit Moves: ****

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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): 0.378
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): XXXXXX
Optimal Cycle: 37 Level Of Service: A

Street Name: Easy Way World Way South

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

Rights: Include Include Include Include

Min. Green: 0 0 0 0

Lanes: 0 0 0 0

Volume Module:

Base Vol: 0 0 0 477 0 0 85 1028 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 0 477 0 0 85 1028 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 0 477 0 0 85 1028 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 477 0 0 85 1028 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 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 525 0 0 85 1028 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 0.00 0.00 2.00 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 0.00 0.19 0.00 0.00 0.06 0.19 0.00 0.00 0.00 0.00

Crit Vol: 0 0 0 262 0 0 257 0 0 0 0

Crit Moves: **** **** **** ****

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MITIG8 - Default Scenario Fri Apr 8, 2016 14:25:34 Page 1-1

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): 0.602
Loss Time (sec): 0 (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

Rights: Include Include Include Include

Min. Green: 0 0 0 0

Lanes: 0 0 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 1062 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 0 0 0 1062 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 0 0 0 1062 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 1062 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 1.10 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 0 0 0 1168 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 0.00 4.00 0.00 0.00 0.00 0.00 0.00 5.00 0.00

Final Sat.: 0 0 0 0 0 0 5500 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.21 0.00 0.00 0.00 0.39 0.00

Crit Vol: 0 0 0 292 0 0 535

Crit Moves: **** **** **** ****

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MITIG8 - Default Scenario Fri Apr 8, 2016 14:26:32

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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):   0 (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
Rights:      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      1 0 5 0      0 0 0 0
-----
Volume Module:
Base Vol:    0 0 0 0 496 0 0 81 2790 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 0 496 0 0 81 2790 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 0 496 0 0 81 2790 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 0 496 0 0 81 2790 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 0 546 0 0 81 2790 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 1.00 5.00 0.00 0.00 0.00 0.00
Final Sat.:  0 0 0 0 2750 0 0 1375 6875 0 0 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      0
Crit Moves:  ****      ****
*****

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MITIG8 - Default Scenario Fri Apr 8, 2016 14:26:02

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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
Rights:      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
-----
Volume Module:
Base Vol:    0 0 0 0 1365 0 0 0 1506 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 0 1365 0 0 0 1506 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 0 1365 0 0 0 1506 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 0 1365 0 0 0 1506 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 0 1502 0 0 0 1506 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 0.55 0.00 0.00 0.00 0.22 0.00 0.00 0.00 0.00
Crit Vol:    0      751      301      0
Crit Moves:  ****      ****
*****

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