
APPENDIX F
TRAFFIC STUDY

**Traffic Study for the
LADWP Elysian Park-USC
Water Recycling Project EIR**

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DRAFT

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I. Introduction

This document provides a summary of the traffic impact analysis conducted for the Elysian Park-USC Water Recycling Project. The Project has been proposed by the City of Los Angeles Department of Water & Power (LADWP) for implementation within the City of Los Angeles.

This study report assesses the potential traffic impacts of the construction of the proposed Project for Phase I and Phase 2.

I.1 Project Description

The City of Los Angeles Department of Water and Power (LADWP) proposes to maximize the use of recycled water to replace potable sources for irrigation and industrial uses by extending the recycled water pipeline network to Elysian Park (Phase I) and downtown Los Angeles (Phase 2).

Phase I Project

The first phase of the project involves the delivery of recycled water for Elysian Park. A new 16-inch recycled water pipeline would be constructed from the existing recycled water pipeline serving Taylor Yard, totaling approximately 8,400 linear feet. The proposed Elysian Park recycled water pipeline would connect to an approximately 2 million gallon (MG) recycled water storage tank located on the hilltop near Elysian Fields within Elysian Park via a new recycled water pumping station located near Dorris Place. The proposed route for the recycled water pipeline would roughly follow Stadium Way.

Installation of the recycled water pipeline within Dorris Place, Stadium Way, and Academy Road would use trench construction known as “cut and cover.” An approximately 3-foot wide by 4.5-foot deep trench would be excavated within the roadway that could be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with imported material and repaved. Recycled water pipeline installation would necessitate restrictions on street parking and closure of up to two lanes of the roadway depending on the location of construction. Installation of the recycled water pipeline from Dorris Place across I-5 would require a trenchless form of construction called “microtunneling” so as not to affect traffic on the freeway. A tunnel less than 1,000 linear feet would be tunneled beneath the freeway. Launching and receiving pits would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground. Excavated soil and other material would be disposed of at an appropriate regional landfill.

Approximately 7,300 linear feet of 12-inch potable water pipeline would be installed to connect the potable water storage tank to an existing potable water service pipeline located outside of Elysian Park within Elysian Park Drive. It would use an existing fire road from Elysian Park Drive to Grace E. Simons Lodge where it would connect to Elysian Park Drive and Angels Point Road. An approximately 2.5-foot wide by 4-foot deep trench would be excavated for the potable water pipeline using the cut and cover technique. Once the pipeline has been installed within a segment, the trench would be backfilled with the excavated material and repaved.

All areas within Elysian Park temporarily cleared or disturbed during construction, including those areas used for materials and equipment staging, would be restored at the completion of the Phase I construction process. All public roads where trenching is to occur and any park roads or other roads indirectly damaged during construction would be repaired at the end of construction.

The construction for Phase I is anticipated to start in summer 2016 and finish in summer 2018.

Phase 2 Project

The second phase of the project involves constructing approximately 10 miles of new 16-inch recycled water pipeline from the current terminus at Mesnagers Street near the Cornfields Park to customers located in downtown Los Angeles, the University of Southern California (USC), and Boyle Heights. The mainline would roughly follow Broadway south to Exposition Boulevard. To reach Boyle Heights, the pipeline would roughly follow 16th Street to Washington Boulevard to Olympic Boulevard.

The mainline segment distance would total approximately 28,200 linear feet and roughly follow Broadway south through downtown Los Angeles to Exposition Park. It would generally travel south along Spring Street to Alpine Street, westward along Alpine Street to Broadway, south on Broadway to 37th Street, westward along 37th Street to Exposition Boulevard, and westward on Exposition Boulevard terminating at USC's main campus in Exposition Park. To cross State Route 101 (Hollywood Freeway, SR 101) on Broadway, it would be necessary to install the pipeline along the side of the roadway bridging the freeway instead of trenching (approximately 150 linear feet). In addition, there are two railroad crossings on the mainline segment. The pipeline would cross the Metro Blue Line light rail tracks located at Broadway and Washington Boulevard, and the Metro Expo Line light rail tracks at Exposition Boulevard and Figueroa Street, requiring trenchless construction.

From the mainline segment, extensions would serve specific known customers. The Atlas Carpet segment would extend approximately 1,200 linear feet from the mainline segment southward from Spring Street on Avenue 18 to Albion Street then westward on Albion Street to Avenue 17 where it would terminate at Atlas Carpet Mills, Inc. The Twin Towers Correctional Facilities segment would extend approximately 1,650 feet east from Spring Street along Vignes Street to Avila Street, where it would terminate at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility.

The Veolia Energy segment would extend from the mainline segment approximately 1,700 feet west of Broadway along 3rd Street to Hope Street, where it would terminate at the Veolia Energy facility (formerly Trigen-LA). This route includes trenching within the 3rd Street Tunnel.

The Los Angeles Convention Center segment would extend from the mainline segment approximately 2,500 feet west of Broadway along Pico Boulevard to LA Live Way, where it would terminate at the Los Angeles Convention Center. The pipeline would cross the Metro Blue Line light rail tracks located at Pico Boulevard and Flower Street, requiring trenchless construction.

The Dye House segment would extend approximately 6,660 linear feet from the mainline segment approximately 5,400 feet east from Broadway along Venice Boulevard/16th Street to Central Avenue, south on Central Avenue to 18th Street, and east on 18th Street terminating at Dye House, Inc. The Boyle Heights Mixed Use Project segment would extend approximately 14,100 linear feet from the Dye House, Inc. along 18th Street to Naomi Avenue, south on Naomi Avenue to Washington Boulevard, east on Washington Boulevard to Santa Fe Avenue, north on Santa Fe Avenue to Olympic Boulevard, and east on Olympic Boulevard to Evergreen Avenue. The pipeline would cross the Metro Blue Line light rail tracks located at Washington Boulevard and Long Beach Avenue, and railroad tracks located approximately 900 feet west of Santa Fe Avenue serving an industrial complex. Trenchless construction would be required for rail crossings. In addition, the Boyle Heights Mixed Use Project segment would require a bridge crossing on Olympic Boulevard totaling 1,750 linear feet over the Los Angeles River. As discussed above, the pipeline would be hung below or along the side of the bridge.

Installation of the recycled water pipeline would occur within public roads and use “cut and cover” trenching. An approximately 2.5-foot wide by 5-foot deep trench would be excavated within the roadway that could be covered with metal plates during periods of the day when construction is not ongoing. Once the pipeline has been installed within a segment, the trench would be backfilled with the excavated material and repaved. Recycled water pipeline installation would necessitate restrictions on street parking and closure of up to two lanes of the roadway depending on the location of construction. In general, approximately 90 linear feet of pipeline would be installed at one time. Construction would occur sequentially along the alignment to minimize long-term disruption within an area. Materials and equipment staging and construction worker parking would use City facilities and public parking lots located along or near the proposed alignments.

Railroad crossings would require tunneling instead of trenching. As described above, launching and receiving pits would be located on either end of the tunnel. Hydraulic jacks would drive pipes through the ground. Excess soil that cannot be reused as backfill material would be disposed of at an appropriate regional landfill.

The construction for Phase 2 is anticipated to start after the completion of Phase 1 in fall 2018 and finish in spring 2021.

Phase 1 and Phase 2 Projects

The proposed Phase 1 and Phase 2 projects would be located entirely within the City of Los Angeles.

This traffic study analyzed potential traffic impacts at study roadway segments for the following scenarios:

- Existing (2012) Conditions
- Future without Project Construction
- Future with Project Construction
- Existing (2012) Plus Project Construction

1.2 Project Location

Phase 1 Project

Phase 1 of the proposed project would be located within Elysian Park, which is located approximately 1.5 miles north of downtown Los Angeles. The park is owned by the City of Los Angeles and maintained by the Los Angeles Department of Recreation and Parks (LADRP). Elysian Park is bounded by Interstate 5 (Golden State Freeway, I-5) on the north, State Route 110 (Pasadena Freeway, SR 110) and Solano Canyon on the east, the community of Chinatown on the south, and the community of Echo Park on the west. Access to Elysian Park is provided via Stadium Way, Academy Road, and Solano Avenue.

Phase 2 Project

Phase 2 of the proposed project would be located within public streets in the urbanized and fully developed communities of Chinatown, downtown Los Angeles, Exposition Park, and Boyle Heights. The proposed alignment would begin at the termination point of the Cornfield recycled water pipeline, which is located on Spring Street approximately 300 feet south of Wilhardt Street. The mainline segment would extend approximately 3,000 feet southward from termination point of the Cornfield recycled water pipeline on Spring Street to Alpine Street, approximately 650 feet westward on Alpine Street to Broadway, approximately 20,750 feet southward on Broadway to 37th Street, approximately 2,150 feet westward on 37th Street to Exposition Boulevard, and approximately 1,650 feet westward on Exposition Boulevard to Exposition Park. The mainline segment would terminate at the USC main campus, located approximately 2 miles south of downtown Los Angeles.

The Atlas Carpet segment would extend from the mainline segment approximately 800 feet southward on Avenue 18 from Spring Street to Albion Street, and approximately 400 feet westward on Albion Street to Avenue 17. It would terminate at the Atlas Carpet Mills, Inc., located at 340 South Avenue 17, east of the Los Angeles River and west of I-5.

The Twin Towers Correctional Facilities segment would extend approximately 1,650 feet eastward on Vignes Street from Spring Street to Avila Street terminating at the Los Angeles County Sheriff's Department Twin Towers Correctional Facility, located at 450 Bauchet Street. The Veolia Energy segment would extend from the mainline segment approximately 1,700 feet westward on 3rd Street from Broadway to Hope Street. It would terminate at Veolia Energy facility (formerly Trigen-LA), located at 555 West 5th Street.

The Los Angeles Convention Center segment would extend from the mainline segment approximately 2,500 feet westward on Pico Boulevard from Broadway to LA Live Way. It would terminate at the Los Angeles Convention Center, located at 1201 South Figueroa Street adjacent to the SR 110/I-10 interchange.

The Dye House segment would from the mainline segment approximately 5,400 feet eastward on Venice Boulevard/16th Street from Broadway to Central Avenue, approximately 560 feet southward on Central Avenue to 18th Street, and approximately 700 feet eastward on 18th Street. It would terminate at Dye House, Inc., located at 1510 Griffith Avenue just north of Interstate 10 (Santa Monica Freeway, I-10).

The Boyle Heights Mixed Use Project segment would extend approximately 350 feet eastward on 18th Street from the Dye House, Inc. to Naomi Avenue, approximately 300 feet southward on Naomi Avenue to Washington Boulevard, approximately 5,800 feet eastward on Washington Boulevard to Santa Fe Avenue, approximately 2,450 feet northward on Santa Fe Avenue to Olympic Boulevard, and approximately 5,200 feet eastward on Olympic Boulevard to Evergreen Avenue, including 1,750-foot bridge crossing on Olympic Boulevard. It would terminate at a 68.8 acre site proposed to be redeveloped as a mixed-use community approximately 2 miles southeast of downtown Los Angeles. The site is generally bound by East 8th Street to the north, Grande Vista Avenue to the east, Olympic Boulevard to the south, and South Soto Street to the west.

The Phase 2 segments abut commercial, residential, and public facilities uses. Phase 2 would be constructed in a fully urbanized area of the City of Los Angeles. Project activity would take place entirely within public roadways.

Figure 1 illustrates the Phase 1 and Phase 2 Project corridors.

1.3 Traffic Impact Analysis Methodology

The Project was analyzed based on the route of the recycled water pipeline. The analysis includes the following:

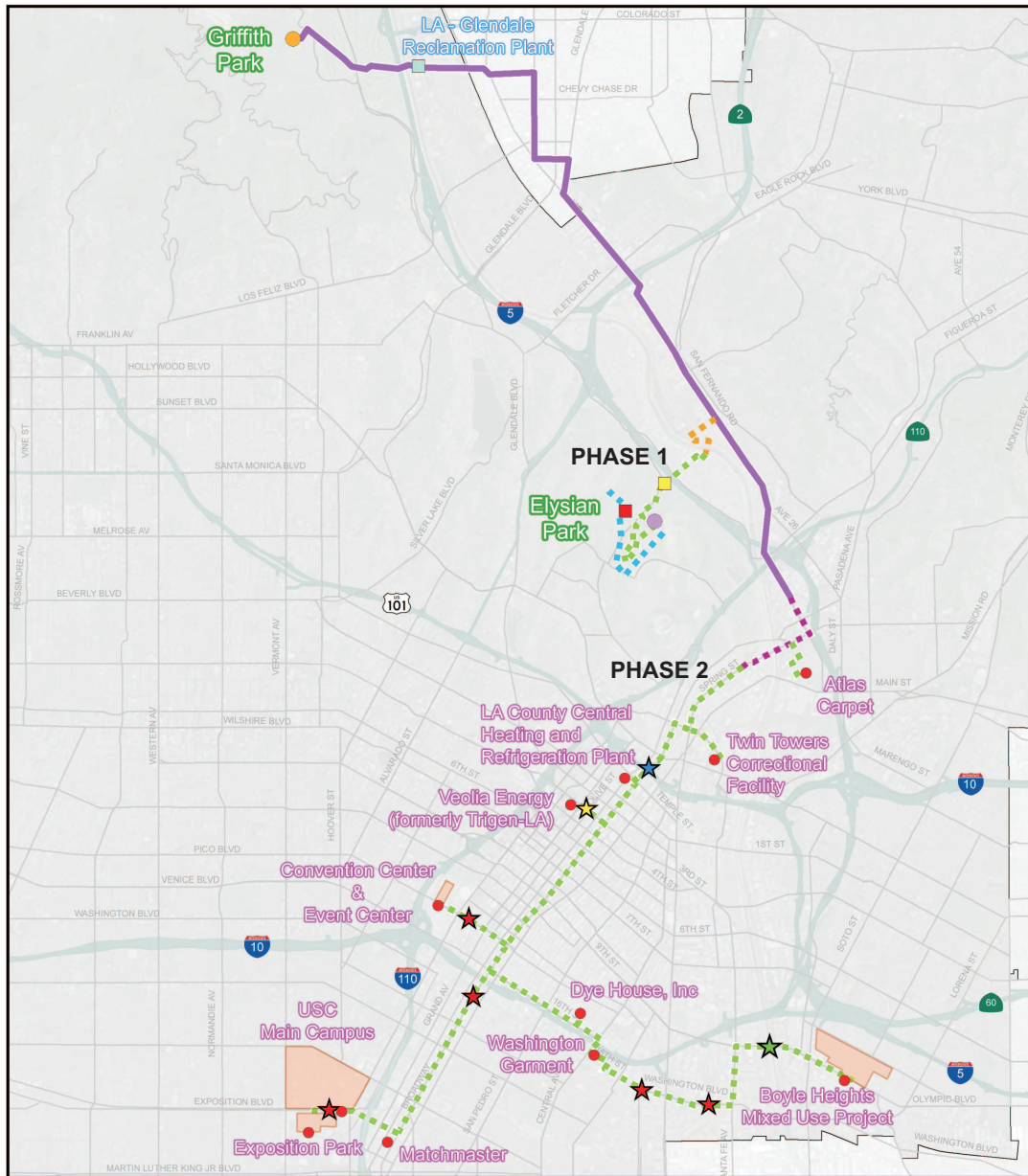
- The use of collected daily volumes to analyze general roadway operations;
- Future roadway operations with and without the Project construction;
- Analysis of potential impacts on transit service due to lane closures; and
- Analysis of potential on-street parking area closures.

Existing (2012) Conditions

Fieldwork within the Project study area was undertaken to identify the condition of major roadways, to identify number of travel lanes, speed limits, parking restrictions, and other characteristics of each study roadway segment.

Daily vehicle volume counts utilized for base volumes at the study roadway segments were conducted on Thursday, April 19, 2012, Wednesday May 2, 2012, or Thursday, May 10, 2012. Two additional counts were conducted on Tuesday, May 8, 2010 to include traffic from a Los Angeles Dodgers baseball game held at Dodger Stadium. These counts were conducted before local school districts entered summer sessions, in order to provide a snapshot of normal traffic flows during non-summer months. Traffic count locations were chosen based on the analyzed roadway corridors and their characteristics.

Existing volumes and level of service values for the study roadway segments are discussed within Section 2 of this report.



Elysian Park WRP

- Existing 2-Million gallon RW Tank
- Proposed 2-Million gallon RW Tanks
- Existing LAG Pump Station
- Proposed RW Pump Station for Elysian Park Tanks
- Potable Pump House to be upgraded to provide Potable Backup to the RW Tanks
- ★ Channel Crossing
- ★ Railroad Crossing
- ★ Bridge
- Customers
- Existing Pipelines
- - - Proposed Pipelines (Elysian Park WRP)
- - - Proposed Potable Pipelines to the RW Tanks
- - - Proposed Pipelines (Taylor Yard WRP)
- - - Proposed Pipelines (Cornfields WRP)
- ★ 3rd Street Tunnel



Source: LADWP

Future without Project Conditions

In order to acknowledge regional traffic growth that would affect operations at the study roadway segments during the estimated Phase 1 construction (peak-2017) and Phase 2 construction (2021), a traffic growth rate was applied. The growth rate was based on the 2010 Los Angeles County Congestion Management Program (CMP). The study segments are located in three separate regional statistic areas (RSA) within the Los Angeles County -- Area 21 (Vernon), Area 23 (Downtown L.A.), and Area 24 (Glendale). The highest growth rate (Area 21 – Vernon) was multiplied by a factor of two to provide an estimate of traffic growth in the study area. This provided for estimated volumes that included regional traffic growth plus additional vehicles trips generated by proposed development projects in the area.

For Phase 1, at all three study segment locations a growth factor of 1.1460 was applied to reflect five years of traffic growth.

For Phase 2, at all 21 study segment locations a growth factor of 1.2628 was applied to reflect nine years of traffic growth.

The future without Project scenario is discussed in Section 3 of this report.

Future with Project Conditions

The future with Project conditions analyzes the future roadway conditions with the Project trip generation calculations. The Project trips were calculated from the number of construction employees that would be working during construction within the study area.

The future with Project scenario is discussed in more detail in Section 3 of this report.

Existing (2012) Plus Project

The existing plus project scenario analyzes the existing roadway conditions with the Project construction trip generation but without future-period traffic growth. The existing roadway segment counts were conducted in year 2012. The Project trips were calculated from the number of work crews that would be working during construction within the study area.

The existing with Project scenario is discussed in more detail in Section 4 of this report.

Impact Definition

The installation of the recycled water pipeline using trench construction (i.e., “cut and cover”) within the roadway will have the greatest traffic circulation impact. The trench would be covered with metal plates during periods of the day when construction is not ongoing. LADWP construction assumptions indicate that the establishment of typical work areas will necessitate the closure of one to two typical travel lanes and restriction on parking. Construction activity would occur Monday through Friday from 7:00 a.m. to approximately 3:30 p.m. In general, approximately 90 linear feet of pipeline would be installed at one time. Construction would occur sequentially along the alignment to minimize long-term disruption within an area. Materials and equipment staging and construction worker parking would use City facilities and public parking lots located along or near the proposed alignments. LADWP construction assumptions indicate that the establishment of typical work areas will necessitate the closure of one to two typical travel lanes (work area of 10 to 12 feet in width). Analysis of potential traffic circulation and area access impacts were analyzed based on these typical roadway lane closures.

Trips that would be generated by employee vehicles to the construction segments were included in the post-Project analysis. Additional construction-related trips generated along the construction segments during the moving work areas were included in the post-Project analysis.

Impact thresholds defined by LADOT and the CMP were not utilized for the Project traffic analysis. These standards define significant impacts to traffic operations and the long-term mitigation of such impacts through the provision of additional traffic signal or roadway capacity. The construction of the Project will constrict roadway capacity in affected segments; therefore, the discussion was concentrated on the capacity that can be provided during construction. The impact analysis was based on roadway flow during construction and the generalized application of volume-to-capacity calculations. Of particular concern were study locations that would worsen in operations to or within level of service (LOS) values of E or F. These two values represent poor operating conditions.

2. Project Construction on Public Roadways

This section of the report identifies the construction activity that would occur with the proposed recycled water pipeline route. LADWP has defined approximate construction timeframes and physical dimensioning for typical work areas. These details are discussed further within this report section.

Due to the extensive surface work that is required, excavations and open trenching methods will have the greatest traffic circulation impacts. It is assumed that construction operations will require a “spread” or total work area/closure width of one or two travel lanes. During this period, temporary lane closures of roadways along the proposed Project alignment would be required, although two-way travel along the affected roadways would be maintained during construction of the Project.

This report analyzes the effects of typical construction work areas, including work areas for Steps 2, (Sawcutting, Breaking and Removal of Pavement), 3 (Excavations, Trenching, Pipeline installation, backfilling), and the physical effect of the establishment of these areas on typical roadway cross-sections. The worst-case physical extents of related roadway capacity constrictions within each Project segment have been considered.

2.1 Project Construction Details

Most of the construction activities for the Project will occur within public rights-of-way on city streets pursuant to LADWP existing franchise agreements with local governments.

Temporary lane closures along streets as required for construction would be coordinated with the other City of Los Angeles Departments such as the Bureau of Engineering (LABOE) and the City of Los Angeles Department of Transportation (LADOT). LADWP is a member of the California Joint Utility Traffic Control Committee, which in 1996 published the *Work Area Protection and Traffic Control Manual*. The traffic control plans and associated text depicted in this manual conform to the guidelines established by the Federal and State Departments of Transportation.

LADWP would follow the recommendations in this manual regarding basic standards for the safe movement of traffic upon highways and streets in accordance with Section 21400 of the California Vehicle Code. These recommendations include provisions for safe access of police, fire, and other rescue vehicles. In addition, LADWP would obtain roadway encroachment permits from the local jurisdictions and would submit traffic management plans to LABOE and LADOT for review and approval.

Project construction activities will be accomplished in the following steps:

Step 1 – Survey and Trench Marking – The initial step will consist of surveying and marking the center line of the trench and surveying and marking underground substructures that will need to be potholed.

Step 2 – Sawcutting, Breaking and Removal of Pavement – Following the marking of the center line of the trench, concrete type pavement will be sawcut and then broken while asphalt pavement will be broken. The pavement will then be hauled away for disposal.

Step 3 – Excavations, Trenching, Pipeline Installation, and Backfilling – Each construction crew would trench approximately 90-foot-long segments each day. The trench for Phase 1 would be approximately 3-foot wide by 4.5-foot deep. The trench for Phase 2 would be approximately 2.5-foot wide by 5-foot deep. Areas that are trenched or excavated would be covered with steel plates every evening until the road surface is restored; this would allow for continued usage of the affected roadway. When segments of the trench line are restored, more trenching would occur farther down the street.

Throughout the construction of the trench, asphalt, concrete, and excavated material would be hauled off by truck for disposal at an approved disposal site.

In roadways, trucks would be used to haul material, typically as it is excavated from the trenches. As trucks are filled with spoils, they would leave the site and be replaced by empty trucks. Approximately six loads of excavated soils would be required per day.

As part of the final construction activities, roadway pavement would be restored, landscaping or vegetation would also be restored as necessary, and the job site would be cleaned up.

Lane closure for construction activities will be shown on the traffic control plans, to be submitted to LADOT on each construction segment. Table I summarizes the anticipated lane closures that will be required for work areas.

Table I – Anticipated Project Construction Lane Closures

ACTIVITY	NUMBER OF LANES CLOSED
Surveying	1
Sawcutting and Pavement Breaking	1
Excavation	1 or 2
Trenching	1 or 2
Pipeline Install and Backfilling	1 or 2

2.2 Project Schedule & Logistics

The length of time required for the construction of the Phase 1 project is anticipated to start in summer 2016 and finish in summer 2018, taking approximately 2 years to complete.

The Phase 2 construction activity is anticipated to start after the completion of Phase 1 in fall 2018 and finish in spring 2021, taking approximately 2.5 years to complete.

The Phase 1 peak construction activity would be performed by approximately 51 construction workers of which 42 are field personnel and nine are office/supervision personnel. The Phase 2 construction activity would be performed by approximately 12 field personnel.

Typical construction hours would be Monday through Friday from 7:00 a.m. to 3:30 p.m. The City of Los Angeles Rush Hour Ordinance limits in-street construction on weekdays to the hours of 9:00 a.m. through 3:30 p.m.; however, a variance to the Mayor’s Executive Order No. 2 to allow construction outside those times would be requested.

2.3 Existing (2012) Conditions

The existing traffic conditions for daily and a.m. and p.m. peak-hour periods and the associated level of service values were analyzed for the 24 roadway segments. The following are the 24 study roadway segments analyzed under the proposed Project corridor analysis:

Phase 1 Area

1. Stadium Way north of Elysian Park Drive/Angels Point Road
2. Riverside Drive south of Dorris Place.
3. Dorris Place east of Riverside Drive

Phase 2 Area

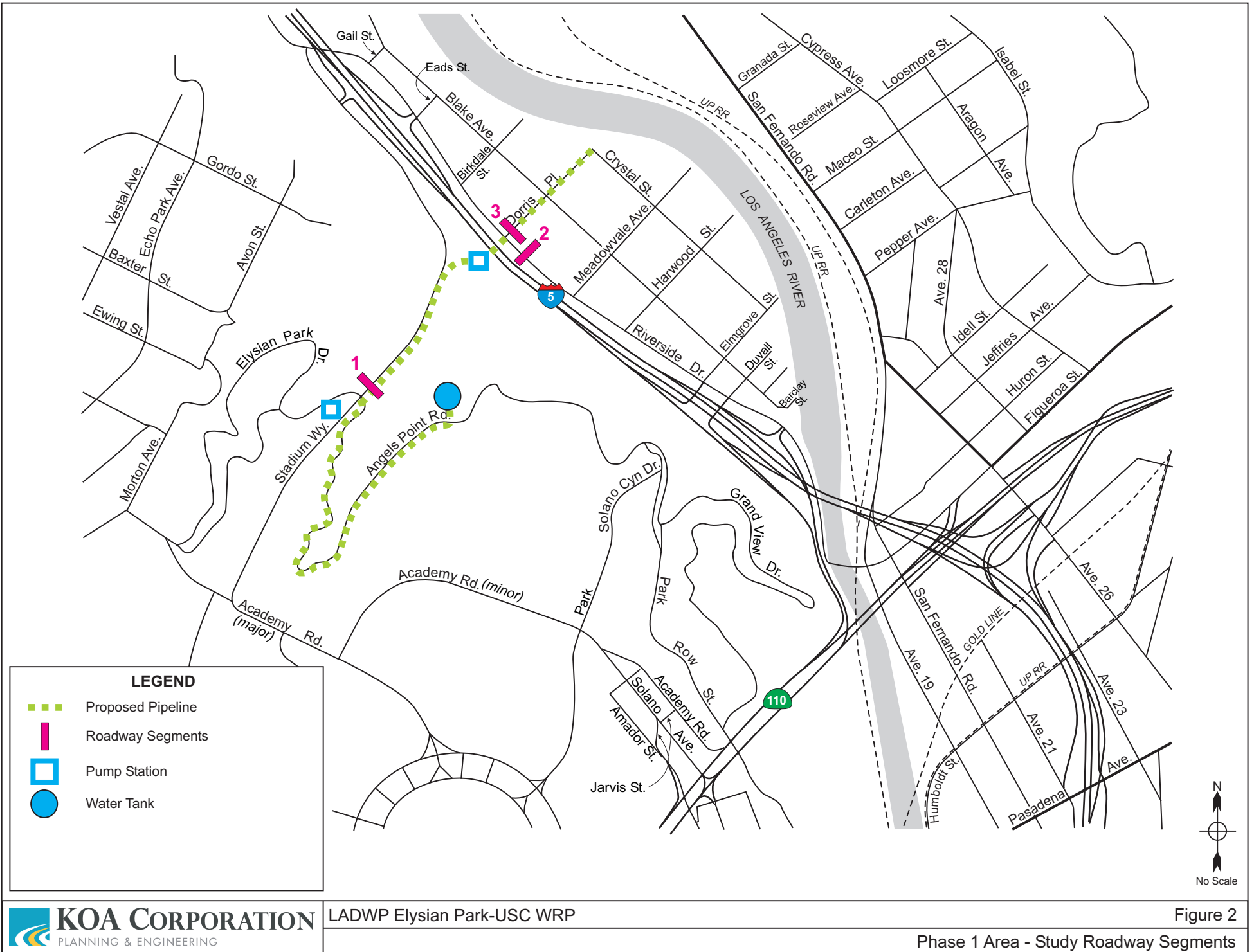
4. Avenue 18 south of Spring Street/Broadway
5. Spring Street south of Mesnagers Street
6. Vignes Street north of Bauchet Street
7. Alpine Street between Alameda Street and Broadway
8. Broadway north of Cesar E. Chavez Avenue
9. Broadway north of Temple Street
10. Broadway north of 3rd Street
11. 3rd Street (one-way) east of Hill Street
12. Broadway north of 7th Street
13. Broadway south of 11th Street
14. Pico Boulevard west of Grand Avenue
15. 16^h Street west of San Pedro Street
16. 16th Street (one-way) west of Central Avenue
17. E. Washington Boulevard west of S. Alameda Street
18. E. Washington Boulevard west of S. Santa Fe Avenue
19. S. Santa Fe Avenue south of E. Olympic Boulevard
20. E. Olympic Boulevard west of S. Soto Street
21. Broadway south of E. Washington Boulevard
22. Broadway north of Jefferson Boulevard
23. 37th Street west of S. Hope Street/I-110 northbound on and off ramps
24. Exposition Boulevard west of Figueroa Street

Figure 2 illustrates the Phase 1 study segments and Figure 3 illustrates the Phase 2 study segments.

Methodology

Field surveys and traffic counts were conducted within the study area for further analysis of Project-related construction activities.

Field surveys were conducted to determine the existing study roadway segment characteristics. This data was utilized for analysis of Project construction within the study area, specifically the effects of potential lane closures during construction on traffic operations.



LEGEND

- Proposed Pipeline
- Roadway Segments
- Pump Station
- Water Tank



Average Daily Traffic (ADT) volumes were collected at multiple points for public roadways that would be part of the proposed Project route. The locations of the roadway segments for Phase 1 and Phase 2 are illustrated on Figures 2 and 3.

Daily vehicle volume counts utilized for base volumes at the study roadway segments were conducted either on Thursday, April 19, 2012, Wednesday May 2, 2012, or Thursday, May 10, 2012. Two additional counts were conducted on Tuesday, May 8, 2010 to include traffic from a Los Angeles Dodgers baseball game held at Dodger Stadium. The volumes were collected over a 24-hour period at each location (midnight to midnight), by automatic volume counting equipment.

Study Roadway Segment Characteristics

The proposed Project alignment is generally located along major roadways with two to four travel lanes in each direction and center left-turn lanes. Curbside parking is generally allowed along most of the alignment; however, parking tends to be more restrictive near commercial areas. Table 2 summarizes the study segment, number of lanes, median type, parking restrictions, adjacent land uses, speed limits, and curb to curb right-of-way.

Table 2 – Project Corridor Roadway Characteristics

Segment	From	To	Functional Classification	Lanes		Median Type	Parking Restrictions		Land Use	Speed Limit	Street ROW (feet)	
				NB/EB	SB/WB		NB/EB	SB/WB				
PHASE I												
1	Stadium Way	Elysian Park Dr/Angel Point Rd	1-5 South on-off ramp	Secondary	3	3	DY	NSAT	NSAT	Park	35	64'
2	Riverside Dr	Dorris Pl	Glover Pl	Major Hwy Class II	2	2	DY	No Restrictions	NSAT	Freeway / Residential	35	64'
3	Dorris Pl	Riverside Dr	Blake Av	Local	1	1	NM	2Hr 9a.m. to 1:30p.m. Loading 6:30a.m. to 9a.m. / 1:30p.m. to 4p.m. NP (Friday) 12p.m. to 2p.m.	NP (Friday) 12p.m. to 2p.m.	School / Residential	No Posting	30'
PHASE II												
4	S. Avenue 18	Broadway/Spring St	Albion St	Local	1	1	NM	NP (Friday) 4a.m. to 6:30a.m.	15 min 6a.m. to 6 p.m. front of Daycare NP (Friday) 4a.m. to 6:30a.m.	Residential	No Posting	40'
5	N Spring St	Mesnager St	Sotello St	Major Hwy Class II	2	2	DY	NSAT	NSAT	Industry	35	44'
6	Vignes St	Main St	Bauchet St	Major Hwy Class II	2	2	DY/RM	NSAT	NSAT	Industry	No Posting	60'
7	Alpine St	Alameda St	Broadway	Secondary	2/1	2/1	DY	NS 7a.m. to 9a.m. and 3p.m. to 6p.m. / MP 2Hr 9a.m. to 3p.m., 6p.m. to 8p.m. Mon-Fri / 8a.m. to 8p.m. Sat NP (Thursday) 4a.m. to 6:30a.m.	NS 7a.m. to 9a.m. and 3p.m. to 6p.m. / MP 2Hr 9a.m. to 3p.m., 6p.m. to 8p.m. Mon-Fri / 8a.m. to 8p.m. Sat NP (Thursday) 4a.m. to 6:30a.m.	Commercial	No Posting	40'
8	Broadway	Ord St	Cesar E. Chavez Av	Secondary	2	2	DY	NS 4p.m. to 6p.m. / MP 1Hr 8a.m. to 4p.m., 6p.m. to 8p.m. Mon-Fri / 8a.m. to 8p.m. Sat	NS 7a.m. to 9a.m. / MP 1Hr 9a.m. to 8p.m.	Commercial	No Posting	62' / 56'
9	Broadway	Cesar E. Chavez Av	Temple St	Secondary	2	2	DY	NS 7a.m. to 9a.m. and 3p.m. to 7p.m. / NS 9a.m. to 3 p.m.	NSAT	Government	No Posting	60'
10	Broadway	2nd St	3rd St	Secondary	3/2	2	DY	NP 7a.m. to 8p.m. / NS 2a.m. to 5a.m.	NP 7a.m. to 8p.m. / NS 2a.m. to 5a.m.	Commercial	No Posting	55'
11	3rd St (one-way)	Hill St	Broadway	Secondary	n/a	3	DY	NS 7a.m. to 9a.m. and 3p.m. to 7p.m. / 1Hr 9a.m. to 3p.m. / Red Curb entire segment	NSAT	Commercial	No Posting	40'
12	Broadway	6th St	7th St	Secondary	3/2	2	DY	NS 7a.m. to 9a.m. and 3p.m. to 7p.m. Mon-Fri / NS 7a.m. to 7p.m. Sat-Sun / NP 2a.m. to 5a.m. nightly / Loading 9a.m. to 3p.m. Mon-Fri 20 min Comm Vehicle, 5 min Passenger Veh	NS 7a.m. to 9a.m. and 3p.m. to 7p.m. Mon-Fri / NS 7a.m. to 7p.m. Sat-Sun / NP 2a.m. to 5a.m. nightly / Loading 9a.m. to 3p.m. Mon-Fri 20 min Comm Vehicle, 5 min Passenger Veh	Commercial	No Posting	55'
13	Broadway	11th St	12th St	Secondary	2	2	DY	NS 7a.m. to 9a.m. and 3p.m. to 6p.m. MP 1Hr 9a.m. to 3p.m.	NSAT	Commercial	No Posting	55'
14	Pico Bl	Hope St	Grand Av	Secondary	2/1	2/1	DY	NS 7a.m. to 9a.m. and 4p.m. to 6p.m. MP 1Hr 9a.m. to 4p.m.	NS 7a.m. to 9a.m. and 4p.m. to 6p.m. MP 1Hr 9a.m. to 4p.m.	Commercial	No Posting	48'
15	16th St	Trinity St	San Pedro St	Secondary	2/1	2/1	DY	NS 7a.m. to 9a.m. and 4p.m. to 6p.m. 1Hr 9a.m. to 4p.m.	NSAT	Industry	No Posting	40'
16	16th St (one-way)	Paloma St	Central Av	Secondary	n/a	2	n/a	1Hr 8a.m. to 6p.m. / No Restrictions	No Restrictions	Industry	No Posting	40'
17	E. Washington Bl	Long Beach Av	Alameda St	Major Hwy Class II	3/2	2	DY	NS 7a.m. to 9a.m. and 4p.m. to 6p.m. 1Hr 9a.m. to 4p.m.	NS 7a.m. to 9a.m. and 4p.m. to 6p.m. 1Hr 9a.m. to 4p.m.	Industry	No Posting	80'
18	E. Washington Bl	Alameda St	Santa Fe Av	Major Hwy Class II	2	2	2LT	NS 4p.m. to 6p.m., 1Hr 8a.m. to 4p.m.	NS 7a.m. to 9a.m., 1Hr 9a.m. to 6p.m.	Industry	No Posting	74'
19	S. Santa Fe Av	11th St	Olympic Bl	Secondary	2	2	DY	NS 7a.m. to 9a.m. and 4p.m. to 6p.m.	No Restrictions	Industry	No Posting	56' / 60'
20	E. Olympic Bl	S. Santa Fe Av	Soto St	Major Hwy Class II	2	2	DY	NSAT	NSAT	Industry	No Posting	80'
21	Broadway	Washington Bl	21st St	Secondary	2	2	DY	MP 2Hr 8a.m. to 6p.m.	NS 4p.m. to 6p.m., MP 2Hr 8a.m. to 4p.m.	Government	No Posting	60'
22	Broadway	31st St	Jefferson Bl	Secondary	2	2	DY	1Hr 8a.m. to 6p.m.	1Hr 8a.m. to 6p.m.	Commercial	No Posting	60'
23	37th St (one-way)	Flower St	Hope St	Secondary	4	n/a	n/a	NSAT	NSAT	Commercial	No Posting	60'
24	Exposition Bl	Vermont	Figueroa St	Secondary	2	2	LRT	NSAT	NSAT	School / Museum	35	105'

Lanes - Peak/Off-Peak NM - No Median Striping RM - Raised Median NS - No Stopping NSAT - No Stopping Anytime
 DY - Double Yellow 2LT - Dual Left Turn LRT - Light Rail Transit NP - No Parking MP - Metered Parking

Existing (2012) Traffic Volumes

The average daily traffic volumes within the study area, and more specifically along the proposed Project route, range from 591 vehicles to 39,215 vehicles. On average, the eastern portion of the study route segments along Santa Fe Avenue and Washington Boulevard have the highest amount of daily vehicles. Santa Fe Avenue, 3rd Street, and Exposition Boulevard operate at generally poor levels of service (LOS E or F).

Daily Vehicle Volumes

The daily volumes along with the level of service values are provided in Table 3.

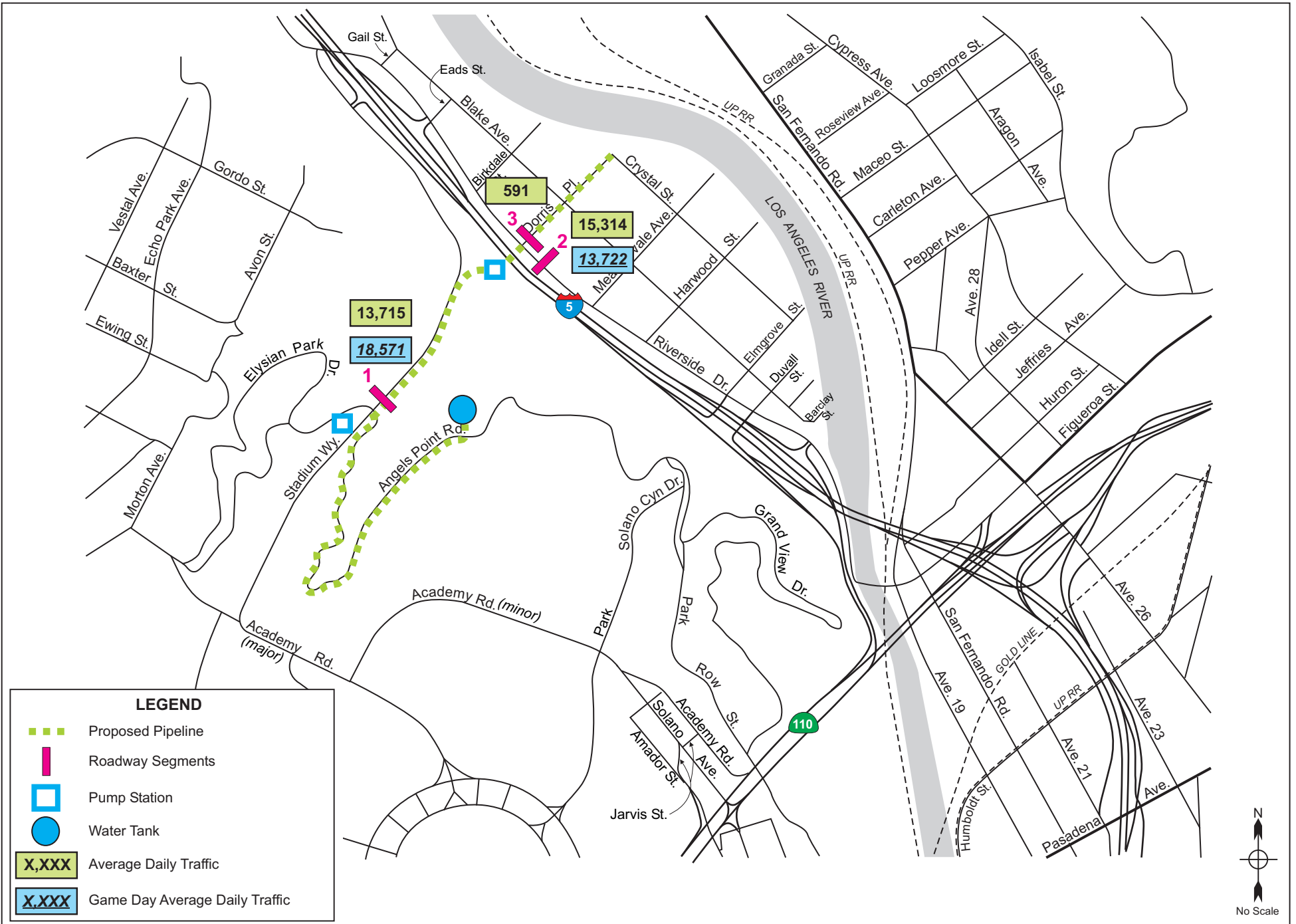
Table 3 – Existing (2012) Daily Vehicle Volumes and Level of Service

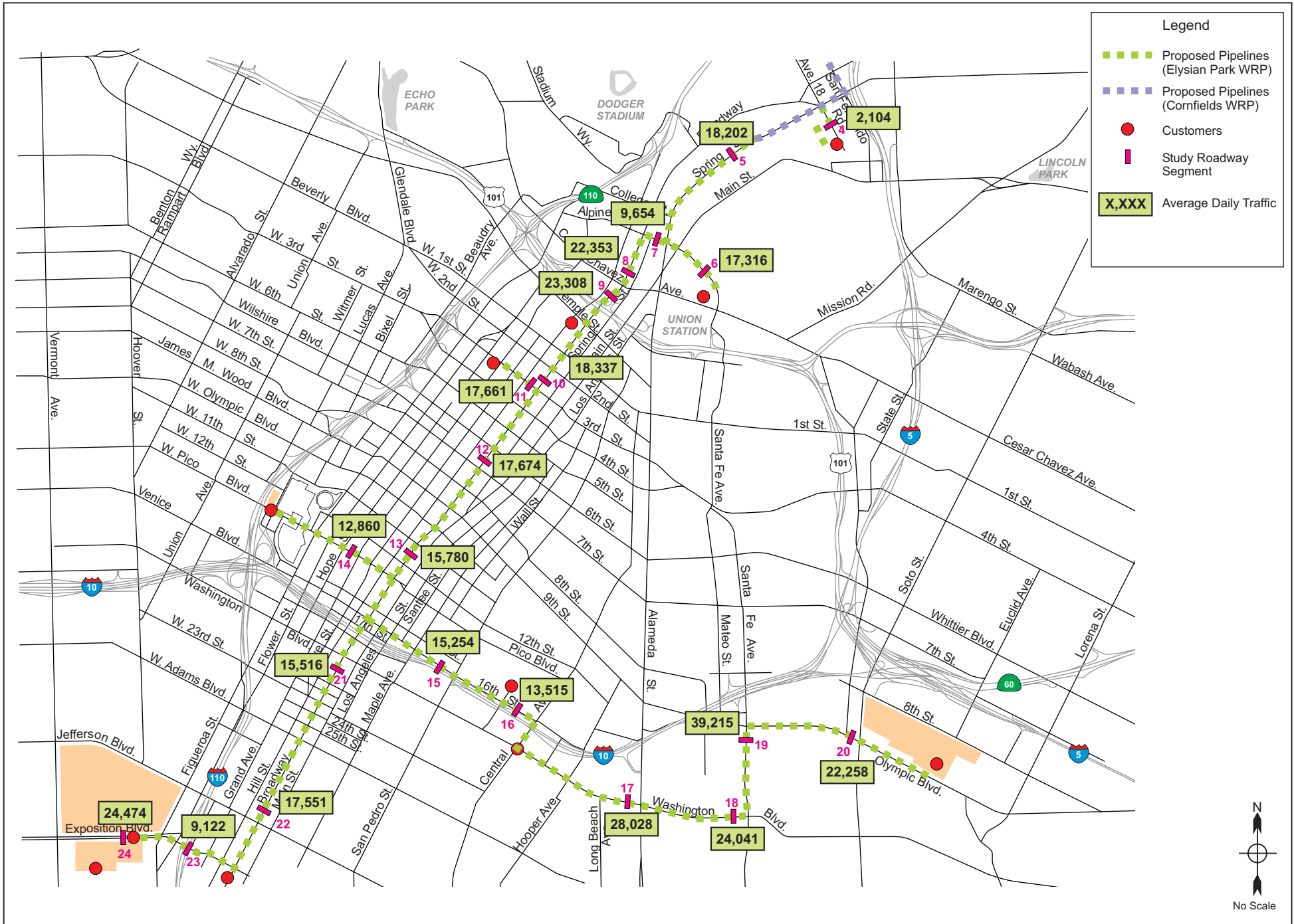
Segment	From	To	Scenario	Existing Conditions					
				Capacity	# of Lanes	Existing			
						Volume	V/C	LOS	
PHASE 1									
1	Stadium Way	Elysian Park Dr	I-5 South on-off ramps	Non-Game Day	50,000	6	13,715	0.274	A
			Game Day	18,571			0.371	A	
2	Riverside Dr	Dorris Pl	Glover Pl	Non-Game Day	40,000	4	15,314	0.383	A
			Game Day	13,722			0.343	A	
3	Dorris Pl	Riverside Dr	Blake Av	Non-Game Day	15,000	2	591	0.039	A
PHASE 2									
4	S. Avenue 18	Broadway/Spring St	Albion St	Non-Game Day	15,000	2	2,104	0.140	A
5	N Spring St	Mesnager St	Sotello St	Non-Game Day	40,000	4	18,202	0.455	A
6	Vignes St	Main St	Bauchet St	Non-Game Day	40,000	4	17,316	0.433	A
7	Alpine St	Alameda St	Broadway	Non-Game Day	30,000	4	9,654	0.322	A
8	Broadway	Ord St	Cesar E. Chavez Av	Non-Game Day	30,000	4	22,353	0.745	C
9	Broadway	Cesar E. Chavez Av	Temple St	Non-Game Day	30,000	4	23,308	0.777	C
10	Broadway	2nd St	3rd St	Non-Game Day	30,000	5	18,337	0.611	B
11	3rd St (one-way)	Hill St	Broadway	Non-Game Day	20,000	2	17,661	0.883	D
12	Broadway	6th St	7th St	Non-Game Day	30,000	5	17,674	0.589	A
13	Broadway	11th St	12th St	Non-Game Day	30,000	4	15,780	0.526	A
14	Pico Bl	Hope St	Grand Av	Non-Game Day	30,000	4	12,860	0.429	A
15	16th St	Trinity St	San Pedro St	Non-Game Day	30,000	4	15,254	0.508	A
16	16th St (one-way)	Paloma St	Central Av	Non-Game Day	22,500	3	13,515	0.601	B
17	E. Washington Bl	Long Beach Av	Alameda St	Non-Game Day	50,000	5	28,028	0.561	A
18	E. Washington Bl	Alameda St	Santa Fe Av	Non-Game Day	40,000	4	24,041	0.601	B
19	S. Santa Fe Av	11th St	Olympic Bl	Non-Game Day	30,000	4	39,215	1.307	F
20	E. Olympic Bl	S. Santa Fe Av	Soto St	Non-Game Day	40,000	4	22,258	0.556	A
21	Broadway	Washington Bl	21st St	Non-Game Day	30,000	4	15,516	0.517	A
22	Broadway	31st St	Jefferson Bl	Non-Game Day	30,000	4	17,551	0.585	A
23	37th St (one-way)	Flower St	Hope St	Non-Game Day	30,000	4	9,122	0.304	A
24	Exposition Bl	Vermont	Figueroa St	Non-Game Day	30,000	4	24,474	0.816	D

Of the 24 roadway segments analyzed, one segment currently operates at poor levels of service on a daily basis:

- Santa Fe Avenue south of Olympic operates at LOS F

The remaining 23 study roadway segments currently operate at good level of service values of D or better. The roadway segment volumes for Phase 1 and Phase 2 areas are illustrated within the study area on Figures 4 and 5. The compiled counts at the project study roadway segments are provided within Appendix A to this report.





Peak-Hour Vehicle Volumes

The a.m. (between the hours of 7:00 a.m. to 9:00 a.m.) and p.m. (between the hours of 4:00 p.m. to 6:00 p.m.) peak-hour volumes for the study roadway segments exhibit similar traffic operations to daily conditions; where on average, route segments along Santa Fe Avenue and Washington Boulevard have the highest volumes. The a.m. and p.m. peak hour volumes and the associated level of service values are provided in Table 4.

Table 4 – Existing (2012) Peak-Hour Vehicle Volumes and Level of Service

Segment	From	To	Scenario	# of Lanes	Capacity	AM Peak Hour			PM Peak Hour			
						Volumes	V/C	LOS	Volumes	V/C	LOS	
PHASE 1												
1	Stadium Way	Elysian Park Dr	I-5 South on-off ramps	Non-Game Day	6	4,500	1,802	0.400	A	1,671	0.371	A
				Game Day			1,808	0.402	A	1,819	0.404	A
2	Riverside Dr	Dorris Pl	Glover Pl	Non-Game Day	4	2,500	1,200	0.480	A	1,713	0.685	B
				Game Day			1,178	0.471	A	1,407	0.563	A
3	Dorris Pl	Riverside Dr	Blake Av	Non-Game Day	2	900	87	0.097	A	36	0.040	A
PHASE 2												
4	S. Avenue 18	Broadway/Spring St	Albion St	Non-Game Day	2	900	247	0.274	A	174	0.193	A
5	N Spring St	Mesnager St	Sotello St	Non-Game Day	4	2,500	2,004	0.802	D	1,726	0.690	B
6	Vignes St	Main St	Bauchet St	Non-Game Day	4	2,500	995	0.398	A	1,608	0.643	B
7	Alpine St	Alameda St	Broadway	Non-Game Day	4	2,500	674	0.270	A	875	0.350	A
8	Broadway	Ord St	Cesar E. Chavez Av	Non-Game Day	4	2,500	1,733	0.693	B	1,929	0.772	C
9	Broadway	Cesar E. Chavez Av	Temple St	Non-Game Day	4	2,500	1,818	0.727	C	2,126	0.850	D
10	Broadway	2nd St	3rd St	Non-Game Day	5	3,125	1,381	0.442	A	1,648	0.527	A
11	3rd St (one-way)	Hill St	Broadway	Non-Game Day	2	1,250	1,500	1.200	F	1,193	0.954	E
12	Broadway	6th St	7th St	Non-Game Day	5	3,125	1,258	0.403	A	1,563	0.500	A
13	Broadway	11th St	12th St	Non-Game Day	4	2,500	1,246	0.498	A	1,501	0.600	B
14	Pico Bl	Hope St	Grand Av	Non-Game Day	4	2,500	1,020	0.408	A	1,159	0.464	A
15	16th St	Trinity St	San Pedro St	Non-Game Day	4	2,500	974	0.390	A	1,504	0.602	B
16	16th St (one-way)	Paloma St	Central Av	Non-Game Day	3	1,350	1,006	0.745	C	1,114	0.825	D
17	E. Washington Bl	Long Beach Av	Alameda St	Non-Game Day	5	3,125	2,078	0.665	B	2,573	0.823	D
18	E. Washington Bl	Alameda St	Santa Fe Av	Non-Game Day	4	2,500	1,895	0.758	C	2,242	0.897	D
19	S. Santa Fe Av	11th St	Olympic Bl	Non-Game Day	4	2,500	2,867	1.147	F	2,812	1.125	F
20	E. Olympic Bl	S. Santa Fe Av	Soto St	Non-Game Day	4	2,500	1,680	0.672	B	1,973	0.789	C
21	Broadway	Washington Bl	21st St	Non-Game Day	4	2,500	1,356	0.542	A	1,457	0.583	A
22	Broadway	31st St	Jefferson Bl	Non-Game Day	4	2,500	1,743	0.697	B	1,761	0.704	C
23	37th St (one-way)	Flower St	Hope St	Non-Game Day	4	2,500	970	0.388	A	578	0.231	A
24	Exposition Bl	Vermont	Figueroa St	Non-Game Day	4	2,500	2,257	0.903	E	1,953	0.781	C

As indicated by the LOS values in the right-most column of Table 4, during the a.m. peak hour three of the 24 roadway segments operate at poor level of service at LOS E or F:

- Segments 11, 19, and 24 operate at LOS E or F
- Segments 5, 9, 16, 18 operate at LOS C or D
- Segments 1-3, 4, 6-8, 10, 12-15, 17, and 20-23 operate at LOS A or B.

During the p.m. peak hour, two of the 24 roadway segments operate at LOS E or F:

- Segments 11 and 19 operate at LOS E or F
- Segments 8, 9, 16-18, 20, 22, and 24 operate at LOS C or D
- Segments 1-7, 10, 12-15, 21, and 23 operate at LOS A or B.

Segment 11 has the highest v/c ratio of 1.200 during the a.m. peak hour. Segment 19 has the highest v/c ratio of 1.125 during the p.m. peak hour.

3. Proposed Project Corridor Construction Impact Analysis

This report section provides information on future conditions without and with the Project construction activities and significant traffic impacts along the proposed Project route. A discussion is provided on the impacts that could occur under typical Project construction-related lane closures along the proposed corridor.

3.1 Future Baseline Conditions

The analysis of future baseline conditions included the addition of traffic growth, based on projections within the Metro 2010 Congestion Management Program (as defined by the methodology discussion in Section I of this report). The highest CMP traffic growth rates in the study area were multiplied by a factor of two to provide a conservative estimate of regional traffic growth plus trips expected to be generated by proposed area projects. A list of the area projects compiled from information maintained by the City of Los Angeles is provided in Appendix B.

For future baseline conditions, Phase 1 construction would be completed by 2018 but the peak construction activity is estimated to occur during 2017. The Phase 2 construction activity would be completed by 2021. The year 2017 was used for the Phase 1 future baseline conditions and the year 2021 was used for the Phase 2 future baseline conditions.

Based on the application of traffic growth rates, baseline conditions for the study roadway segments were computed. The resulting volumes and associated level of service values are provided in Table 5, which is separated by the project phases.

Table 5 – Future without Project Conditions – Peak-Hour LOS

Segment	From	To	Scenario	# of Lanes	Capacity	AM Peak Hour			PM Peak Hour			
						Volumes	V/C	LOS	Volumes	V/C	LOS	
PHASE 1 (2017)												
1	Stadium Way	Elysian Park Dr	I-5 South on-off ramps	Non-Game Day	6	4,500	2,065	0.459	A	1,915	0.426	A
				Game Day			2,072	0.460	A	2,085	0.463	A
2	Riverside Dr	Dorris Pl	Glover Pl	Non-Game Day	4	2,500	1,375	0.550	A	1,963	0.785	C
				Game Day			1,350	0.540	A	1,612	0.645	B
3	Dorris Pl	Riverside Dr	Blake Av	Non-Game Day	2	900	100	0.111	A	41	0.046	A
PHASE 2 (2021)												
4	S. Avenue 18	Broadway/Spring St	Albion St	Non-Game Day	2	900	312	0.347	A	220	0.244	A
5	N Spring St	Mesnager St	Sotello St	Non-Game Day	4	2,500	2,531	1.012	F	2,180	0.872	D
6	Vignes St	Main St	Bauchet St	Non-Game Day	4	2,500	1,256	0.503	A	2,031	0.812	D
7	Alpine St	Alameda St	Broadway	Non-Game Day	4	2,500	851	0.340	A	1,105	0.442	A
8	Broadway	Ord St	Cesar E. Chavez Av	Non-Game Day	4	2,500	2,188	0.875	D	2,436	0.974	E
9	Broadway	Cesar E. Chavez Av	Temple St	Non-Game Day	4	2,500	2,296	0.918	E	2,685	1.074	F
10	Broadway	2nd St	3rd St	Non-Game Day	5	3,125	1,744	0.558	A	2,081	0.666	B
11	3rd St (one-way)	Hill St	Broadway	Non-Game Day	2	1,250	1,894	1.515	F	1,507	1.205	F
12	Broadway	6th St	7th St	Non-Game Day	5	3,125	1,589	0.508	A	1,974	0.632	B
13	Broadway	11th St	12th St	Non-Game Day	4	2,500	1,573	0.629	B	1,895	0.758	C
14	Pico Bl	Hope St	Grand Av	Non-Game Day	4	2,500	1,288	0.515	A	1,464	0.585	A
15	16th St	Trinity St	San Pedro St	Non-Game Day	4	2,500	1,230	0.492	A	1,899	0.760	C
16	16th St (one-way)	Paloma St	Central Av	Non-Game Day	3	1,350	1,270	0.941	E	1,407	1.042	F
17	E. Washington Bl	Long Beach Av	Alameda St	Non-Game Day	5	3,125	2,624	0.840	D	3,249	1.040	F
18	E. Washington Bl	Alameda St	Santa Fe Av	Non-Game Day	4	2,500	2,393	0.957	E	2,831	1.132	F
19	S. Santa Fe Av	11th St	Olympic Bl	Non-Game Day	4	2,500	3,620	1.448	F	3,551	1.420	F
20	E. Olympic Bl	S. Santa Fe Av	Soto St	Non-Game Day	4	2,500	2,122	0.849	D	2,492	0.997	E
21	Broadway	Washington Bl	21st St	Non-Game Day	4	2,500	1,712	0.685	B	1,840	0.736	C
22	Broadway	31st St	Jefferson Bl	Non-Game Day	4	2,500	2,201	0.880	D	2,224	0.890	D
23	37th St (one-way)	Flower St	Hope St	Non-Game Day	4	2,500	1,225	0.490	A	730	0.292	A
24	Exposition Bl	Vermont	Figueroa St	Non-Game Day	4	2,500	2,850	1.140	F	2,466	0.986	E

For future (2017) without Phase 1 Project conditions, all three roadway segments would operate at LOS A during the a.m. peak hour and at LOS C or better during the p.m. peak hour.

For future (2021) without Phase 2 Project conditions, seven roadway segments would operate at a LOS value of LOS E or F during the a.m. peak hour (four more than under existing conditions). During the p.m. peak hour, nine roadway segments would operate at LOS E or F (seven more than under existing conditions) under future (2021) without Phase 2 Project conditions.

The added locations that would operate at LOS E or F in the future without Project conditions are:

- Segment 5 (Spring Street) operations would worsen from LOS D to F during the a.m. peak hour.
- Segment 8 (Broadway) operations would worsen from LOS C to E during the p.m. peak hour.
- Segment 9 (Broadway) operations would worsen from LOS C to E during the a.m. peak hour and from LOS D to F during the p.m. peak hour.
- Segment 16 (16th Street) operations would worsen from LOS C to E during the a.m. peak hour and from LOS D to F during the p.m. peak hour.

- Segment 17 (Washington Boulevard) operations would worsen from LOS D to LOS F in the p.m. peak hour.
- Segment 18 (Washington Boulevard) operations would worsen from LOS C to E during the a.m. peak hour and from LOS D to F during the p.m. peak hour.
- Segment 20 (Olympic Boulevard) operations would worsen from LOS C to E during the p.m. peak hour.
- Segment 24 (Exposition Boulevard) operations would worsen from LOS C to E during the p.m. peak hour.

3.2 Project Trip Generation Methodology

Project trip generation calculations included construction employee vehicle trips and construction truck trip estimates. The trip generation totals were determined based on the most intense period of construction activity for the project. Truck volumes were multiplied by a factor of 2.5 to estimate the number of passenger car equivalent trips, consistent with the SCAG *Heavy Duty Truck Model* analysis and other truck studies in the region.

For Phase 1 construction, the maximum number of employees on site per day during the peak construction month (month 15 – year 2017) would be 51 employees (42 field personnel and 9 office/supervision staff) and the maximum truck trip activity would be 40 round trips per day. There are other periods in the project construction schedule where more daily truck trips would be needed (up to 55 daily trips during month 11), but the total trips analyzed represents the highest combined trips generated by both construction employees and trucks. It is assumed that daily truck construction activities will occur over an eight-hour period that begins during the a.m. peak period, and is complete during the p.m. peak period.

For Phase 2 construction, the maximum number of employees on project roadways segments sites would be 12 field employees and the maximum truck trip activity would be 50 round trips per day. Seven of the field personnel will arrive to the site by either construction truck or dump truck. It is assumed that construction truck movement would occur prior to the a.m. peak period and 50 percent would depart during the p.m. peak period.

3.3 Project Trip Generation

In calculating peak-hour trips for the project, it is assumed that a majority of the employees for Phase 1 and Phase 2 will arrive and depart the sites or roadway segments via personal vehicles. The morning arrival by employees is assumed to overlap the a.m. peak hour by 50 percent, with the remaining 50 percent of employees assumed to be at the site before 7:00 a.m. The same would occur during the p.m. peak, with 50 percent of employees assumed to depart the site before 4:00 p.m. Therefore, the same reduction was taken for both peak periods.

Phase I (2017) Project Trip Generation

It is assumed that Phase I daily truck delivery activities will occur over an eight-hour period that begins during the a.m. peak period, and is complete during the p.m. peak period.

For Phase 1 construction, the totals within the bottom row of Table 6 indicate that, during the peak month of construction, the project would generate a daily total of 142 passenger car equivalent trips, with 32 trips occurring during the a.m. peak hour and 32 trips occurring during the p.m. peak hour.

Table 6 – Phase I Project Trip Generation

PHASE I TRIP GENERATION	PEAK MONTH 2017 DAILY TRIPS			AM PEAK HOUR						PM PEAK HOUR					
				Truck Trips*		Employee Trips		Total Trips		Truck Trips*		Employee Trips		Total Trips	
	Trucks*	Employee	Total	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Office and Supervision	0	18	18	0	0	5	0	5	0	0	0	0	5	0	5
Field Personnel	0	84	84	0	0	21	0	21	0	0	0	0	21	0	21
Delivery	40	0	40	3	3	0	0	3	3	3	3	0	0	3	3
TOTAL TRIPS	40	102	142	3	3	26	0	29	3	3	3	0	26	3	29

* Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.

Field Personnel and Office/Supervision Staff - Inputs were 42 field personnel and 9 office/supervision staff, for Month 15 of construction.

Phase 2 (2021) Project Trip Generation

For Phase 2, daily truck haul activities will occur over an eight-hour period that begins during the a.m. peak period, and is complete during the p.m. peak period. Trucks with construction equipment will travel to the site prior to the a.m. peak period and 50 percent would depart during the p.m. peak period.

As shown in Table 7, the Phase 2 construction would generate a daily total of 60 passenger car equivalent trips, with 7 trips occurring during the a.m. peak hour and 17 trips occurring during the p.m. peak hour.

Table 7 – Phase 2 Project Trip Generation

PHASE 2 TRIP GENERATION	AVERAGE 2021 DAILY TRIPS			AM PEAK HOUR						PM PEAK HOUR					
				Truck Trips*		Employee Trips		Total Trips		Truck Trips*		Employee Trips		Total Trips	
	Trucks*	Employee	Total	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Field Personnel	0	10	10	0	0	3	0	3	0	0	0	0	3	0	3
Haul Trucks	30	0	30	2	2	0	0	2	2	2	2	0	0	2	2
Construction Trucks	20	0	20	0	0	0	0	0	0	0	10	0	0	0	10
TOTAL TRIPS	50	10	60	2	2	3	0	5	2	2	12	0	3	2	15

* Truck trips include a Passenger Car Equivalency (PCE) factor of 2.5.

Field Personnel - Inputs were 12 field personnel for the average day of construction. Four personnel arrive in the four construction trucks and three personnel arrive in the three dump trucks. The remaining five personnel arrive in two construction pick-up trucks and three personal vehicles.

3.4 Proposed Construction Methods

The work areas necessary to install the water pipelines along the proposed Project route are planned to be 10 to 12 feet in width. This total width would require the closure of one or two travel lanes, based on existing width of the travel lanes and adjacent parking in each segment. In order to provide a conservative analysis, the width of work areas was assumed to be the width of two travel lanes or one travel lane and the adjacent on-street parking area. Construction activity would occur Monday through Friday from 7:00 a.m. to approximately 3:30 p.m. Thus, the closure of one or two travel lanes would occur during the a.m. peak hour but not during the p.m. peak hour.

3.5 Future with Project Conditions

The assumed lane capacity reductions caused by Project construction during the a.m. peak hour were used to modify the capacity values within the volume-to-capacity (v/c) calculations for each of the study roadway segments. The trip generation of construction employee commute vehicles was also added to the study area. Table 8 provides the results of this analysis.

Table 8 – Future with Project Conditions – Peak-Hour LOS

Segment	From	To	Scenario	AM Peak Hour					PM Peak Hour					
				# of Lanes	Capacity	Volumes	V/C	LOS	# of Lanes	Capacity	Volumes	V/C	LOS	
PHASE I (2017)														
1	Stadium Way	Elysian Park Dr	I-5 South on-off ramp	Non-Game Day	4	2,500	2,097	0.839	D	6	4,500	1,947	0.433	A
			Game Day	2,104			0.842	D	2,117			0.470	A	
2	Riverside Dr	Dorris Pl	Glover Pl	Non-Game Day	3	1,350	1,407	1.042	F	4	2,500	1,995	0.798	C
			Game Day	1,382			1.024	F	1,644			0.658	B	
3	Dorris Pl	Riverside Dr	Blake Av	Non-Game Day	1	450	132	0.293	A	2	900	73	0.081	A
PHASE 2 (2021)														
4	S. Avenue 18	Broadway/Spring St	Albion St	Non-Game Day	1	450	319	0.709	C	2	900	237	0.263	A
5	N Spring St	Mesnager St	Sotello St	Non-Game Day	2	900	2,538	2.820	F	4	2,500	2,197	0.879	D
6	Vignes St	Main St	Bauchet St	Non-Game Day	3	1,350	1,263	0.936	E	4	2,500	2,048	0.819	D
7	Alpine St	Alameda St	Broadway	Non-Game Day	2	900	858	0.953	E	4	2,500	1,122	0.449	A
8	Broadway	Ord St	Cesar E. Chavez Av	Non-Game Day	3	1,350	2,195	1.626	F	4	2,500	2,453	0.981	E
9	Broadway	Cesar E. Chavez Av	Temple St	Non-Game Day	3	1,350	2,303	1.706	F	4	2,500	2,702	1.081	F
10	Broadway	2nd St	3rd St	Non-Game Day	3	1,350	1,751	1.297	F	5	3,125	2,098	0.671	B
11	3rd St (one-way)	Hill St	Broadway	Non-Game Day	1	650	1,901	2.925	F	2	900	1,524	1.693	F
12	Broadway	6th St	7th St	Non-Game Day	3	1,350	1,596	1.182	F	5	3,125	1,991	0.637	B
13	Broadway	11th St	12th St	Non-Game Day	3	1,350	1,580	1.171	F	4	2,500	1,912	0.765	C
14	Pico Bl	Hope St	Grand Av	Non-Game Day	2	900	1,295	1.439	F	4	2,500	1,481	0.592	A
15	16th St	Trinity St	San Pedro St	Non-Game Day	2	900	1,237	1.374	F	4	2,500	1,916	0.767	C
16	16th St (one-way)	Paloma St	Central Av	Non-Game Day	2	900	1,277	1.419	F	3	1,350	1,424	1.055	F
17	E. Washington Bl	Long Beach Av	Alameda St	Non-Game Day	3	1,350	2,631	1.949	F	5	3,125	3,266	1.045	F
18	E. Washington Bl	Alameda St	Santa Fe Av	Non-Game Day	3	1,350	2,400	1.778	F	4	2,500	2,848	1.139	F
19	S. Santa Fe Av	11th St	Olympic Bl	Non-Game Day	3	1,350	3,627	2.687	F	4	2,500	3,568	1.427	F
20	E. Olympic Bl	S. Santa Fe Av	Soto St	Non-Game Day	3	1,350	2,129	1.577	F	4	2,500	2,509	1.003	F
21	Broadway	Washington Bl	21st St	Non-Game Day	3	1,350	1,719	1.274	F	4	2,500	1,857	0.743	C
22	Broadway	31st St	Jefferson Bl	Non-Game Day	3	1,350	2,208	1.636	F	4	2,500	2,241	0.896	D
23	37th St (one-way)	Flower St	Hope St	Non-Game Day	2	900	1,232	1.369	F	4	2,500	747	0.299	A
24	Exposition Bl	Vermont	Figuroa St	Non-Game Day	3	1,350	2,857	2.116	F	4	2,500	2,483	0.993	E

For future (2017) with Project conditions, one of the three roadway segments would operate at LOS F during the a.m. peak hour.

When comparing the future (2017) without Project construction to future (2017) with Project construction scenarios, the reduced roadway capacity during the a.m. peak hour would impact the Project corridor roadways as described below.

- Segment 2 (Riverside Drive) operations would worsen from LOS A to LOS F in the a.m. peak hour.

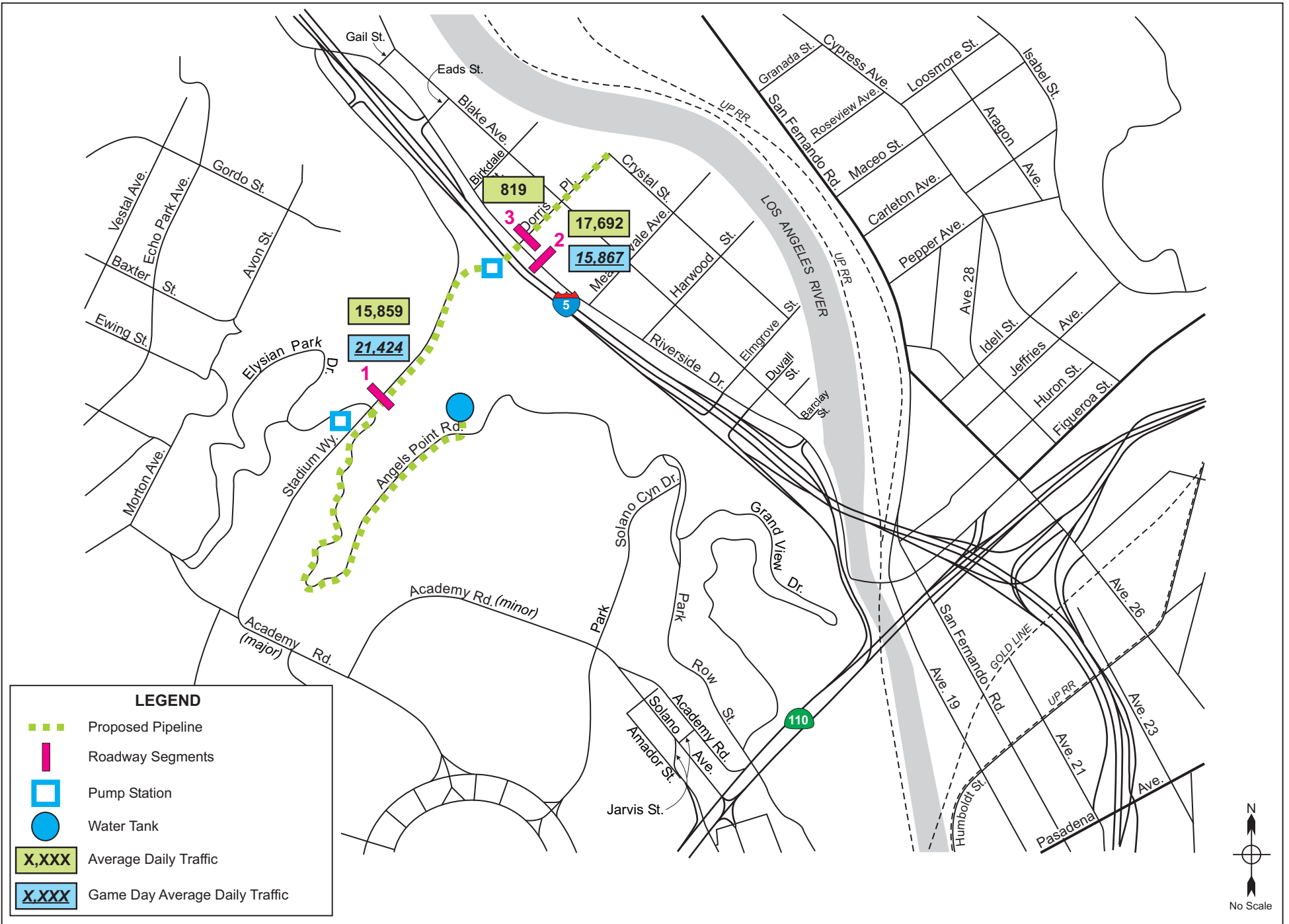
For future (2021) with Project conditions, 21 of the 22 roadway segments would operate at poor level of service at LOS E or F during the a.m. peak hour with Project construction. Since the lane closure would not occur during the p.m. peak hour, nine of the 22 roadway segments would operate at LOS E or F (the same number under future without Project conditions).

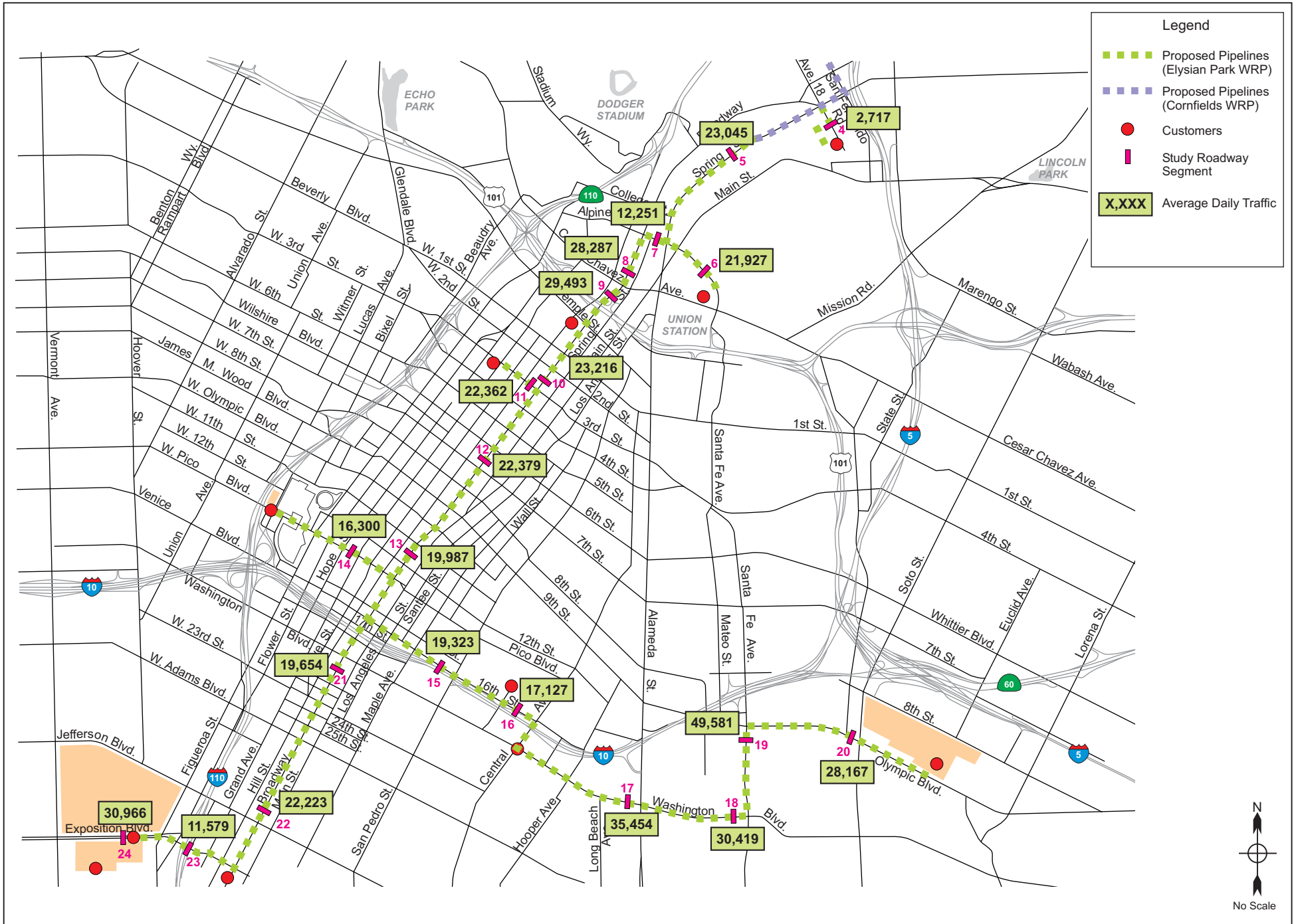
When comparing the future (2021) without Project construction to future (2021) with Project construction scenarios, the reduced roadway capacity during the a.m. peak hour would impact the Project corridor roadways as described below.

- Segment 5 (Spring Street) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 6 (Vignes Street) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 7 (Alpine Street) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 8 (Broadway) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 9 (Broadway) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 10 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 11 (3rd Street) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 12 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 13 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 14 (Pico Boulevard) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 15 (16th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 16 (16th Street one-way) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 17 (Washington Boulevard) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 18 (Washington Boulevard) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 19 (Santa Fe Avenue) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 20 (Olympic Boulevard) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 21 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 22 (Broadway) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 23 (37th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 24 (Exposition Boulevard) would continue to operate at LOS F during peak hour with worsening operations.

The proposed Phase 1 and Phase 2 routes would be adjacent to schools and commercial, residential, industrial, and recreational/open space land uses. Access to these land uses would be partially restricted during the construction period. Left-turn movements at intersection approaches and at mid-block driveway locations would likely be impacted, depending on the location of the planned trenching.

Figures 6 and 7 provide an illustration of the future with Project daily roadway volumes at the Phase 1 and Phase 2 study roadway segments.





3.6 Traffic Flow and Analysis of Lane Closures

Key Access Issues

The proposed Project route would be adjacent to schools and commercial, residential, industrial, and recreational/open space land uses. Access to these land uses would be partially restricted during the construction period. Left turn movements at intersection approaches and at mid-block driveway locations would likely be impacted, depending on the location of the planned trenching.

Typical Lane Closures

Project construction is anticipated to result in the closing of one to two lanes along the water pipeline route. No complete street closures are currently anticipated. All construction closures will be coordinated with and approved by the City of Los Angeles and Caltrans (for State Route facilities).

Roadway Impacts

Several arterials, which provide both local access and sub-regional travel, will be temporarily impacted with the proposed Project construction. The reduced roadway capacity will temporarily impact the following analyzed Project corridor roadways:

- Segment 2 (Riverside Drive) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 5 (Spring Street) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 6 (Vignes Street) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 7 (Alpine Street) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 8 (Broadway) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 9 (Broadway) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 10 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 11 (3rd Street) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 12 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 13 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 14 (Pico Boulevard) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 15 (16th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 16 (16th Street one-way) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 17 (Washington Boulevard) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 18 (Washington Boulevard) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 19 (Santa Fe Avenue) would continue to operate at LOS F during peak hour with worsening operations.

- Segment 20 (Olympic Boulevard) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 21 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 22 (Broadway) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 23 (37th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 24 (Exposition Boulevard) would continue to operate at LOS F during peak hour with worsening operations.

Recommended Actions

The following actions would mitigate any potential significant Project impacts, on the analyzed study segments where LOS values would be reduced to or within LOS E or F during construction:

- Directional capacity (generally southbound/westbound in the a.m. peak and northbound/eastbound in the p.m. peak) should be considered in roadway closure planning where work area placement is flexible. The provision of the original one-way capacity of the affected roadway (in number of travel lanes) in the peak direction, while providing a reduced number of travel lanes for the opposite direction of traffic flow (non-peak direction), would help to alleviate any potential poor LOS conditions.
- Left-turn lanes and other approach lanes (as feasible) should be maintained in close vicinity to major intersections along the proposed Project route.
- Considerations for maintained access to adjacent residential driveways, as feasible, should be incorporated into the construction planning process.
- Where physical mitigation measures cannot be provided on roadway segments that would operate at LOS E or F during construction, peak-hour restrictions on construction activity would be necessary where feasible based on construction details. Otherwise, construction closure plans would minimize the effects on roadway capacity to the satisfaction of the local jurisdiction, and traffic diversions plans to other parallel roadways may also be necessary.

Underground construction activities could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles. The loss of travel lanes and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. Providing directional capacity will also help to mitigate any significant impacts to emergency vehicle access.

3.7 Potential Impacts to On-Street Parking and Pedestrian Access

Project construction along the Project corridor roadways will likely require the prohibition of on-street parking within work area extents.

None of the project routes currently have bicycle routes or bicycle lanes. However, the City of Los Angeles 2010 Bike Plan proposes 200 miles of bikeways every five years for the next 35 years. If bikeways are provided prior to the project construction, it is likely that the Project will include the closure of these lanes. If these lanes are closed and direct alternatives are not provided during construction (with proper detour signage), bicycle lane closure signs should be posted.

As the Project trenching work is envisioned by LADWP to occur in short 150 to 300-foot linear segments, parking could be found within adjacent blocks, but on-street parking supplies for the immediate area (one block) would be significantly-impacted for each work area. Parking demand that is currently absorbed by the roadways along the route would then move to side streets or adjacent blocks.

Significant and unavoidable parking impacts would occur, as demand may exceed supply within on-street parking areas in the immediate vicinity of the work areas.

Project construction could potentially impact pedestrian movements on sidewalks and at crosswalk locations. It is important that marked pedestrian crosswalks be maintained throughout Project construction, especially when a school or transit stop is located nearby. They should be replaced temporarily, immediately beyond the construction work area, unless a new mid-block crosswalk would be created by this replacement.

3.8 Potential Transit Service Impacts

The study area is served by several public transit agencies which include Metro, LADOT Dash, Montebello Transit, and Santa Clarita Transit.

Potential Turning Movement Restrictions

Project construction would potentially disrupt transit service along the study roadway segments. All the transit lines shown on Table 9 may be affected by the potential lane closures and potential left-turn restrictions.

Potential Bus Stop Disruptions

Where bus stops become affected by Project construction activities (blocked bus stops, diverted traffic is sent into bus stop curb lane areas), temporary bus stop closures should be accommodated with replacement bus stops outside of the immediate work area. The temporary stops, however, would need to be located along wide portions of the roadway where the maximum number of travel lanes can be accommodated during construction.

Table 9 – Existing Transit

Line	From / To	To / From	Via	Frequency (Approximate)	
				Weekday	
				7:00 AM - 9:00 AM	4:00 PM - 6:00 PM
Metro					
2	Downtown Los Angeles	Pacific Palisades	Broadway (north only)	8 to 10 minutes	1 to 10 minutes
4	Downtown Los Angeles	Santa Monica	Broadway (north only)	9 to 13 minutes	8 to 9 minutes
30	Downtown Los Angeles	Mid-City	Broadway	7 to 10 minutes	7 to 10 minutes
35	Downtown Los Angeles	Culver City	Broadway	12 minutes	11 to 14 minutes
38	Downtown Los Angeles	Culver City	Broadway	11 to 25 minutes	11 to 27 minutes
40/42	Downtown Los Angeles	South Bay Galleria Transit Center	Broadway	5 to 8 minutes	6 to 10 minutes
45	Lincoln Heights	Rosewood	Broadway	10 to 14 minutes	9 to 15 minutes
60	Downtown Los Angeles	Long Beach	Santa Fe Ave	5 to 6 minutes	4 to 7 minutes
62	Downtown Los Angeles	Hawaiian Gardens	Olympic Blvd	16 to 30 minutes	20 to 27 minutes
66	Wilshire Center	Montebello	Olympic Blvd	3 to 12 minutes	3 to 12 minutes
83	Downtown Los Angeles	Eagle Rock	Broadway	17 to 25 minutes	17 to 26 minutes
84	Downtown Los Angeles	Eagle Rock	Broadway	13 to 17 minutes	13 to 17 minutes
96	Downtown Los Angeles	Burbank	Riverside Dr	28 to 30 minutes	28 to 29 minutes
102	Balwin Village	South Gate	Exposition Blvd	47 to 48 minutes	50 to 51 minutes
439	Downtown Los Angeles	Culver City	Pico Blvd	41 to 49 minutes	30 to 35 minutes
550	San Pedro	West Hollywood	Exposition Blvd	28 to 37 minutes	32 to 52 minutes
665	East Los Angeles	Cal State Los Angeles	Olympic Blvd	32 to 36 minutes	40 minutes
Metro Rapid Service					
730	Downtown Los Angeles	Mid-City	Broadway	13 to 20 minutes	12 to 15 minutes
740	Downtown Los Angeles	Redondo Beach	Broadway	11 to 22 minutes	13 to 18 minutes
745	Downtown Los Angeles	Green Line Figueroa Station	Broadway	4 to 17 minutes	7 to 13 minutes
760	Downtown Los Angeles	Lynwood	Santa Fe Ave	9 to 20 minutes	10 to 14 minutes
LADOT DASH					
Downtown - Route B	Chinatown	Financial District	Broadway	8 minutes	8 minutes
Downtown - Route D	Union Station	South Park	Pico Blvd	5 minutes	5 minutes
King-East	San Pedro Blue Line Station	37th St Busway Station	37th Street	20 minutes	20 minutes
Lincoln Heights-Chinatown	Chinatown	Lincoln Heights	Broadway	30 minutes	30 minutes
Southeast (Pueblo Del Rio)	55th St Blue Line Station	37th St Busway Station	Exposition Blvd	20 minutes	20 minutes
Montebello Transit					
Line 40	Downtown Los Angeles	Montebello	3rd St	11 minutes	11 minutes
Line 50	Downtown Los Angeles	La Mirada	Olympic Blvd	30 minutes	30 minutes
Line 341/342	Downtown Los Angeles	Montebello	3rd St	20 minutes	20 minutes
Santa Clarita Transit					
Route 799	Downtown Los Angeles	Santa Clarita	Spring St	11 to 18 minutes	15 to 20 minutes

Source: Metro - Los Angeles County Metropolitan Transportation Authority & Los Angeles Department of Transportation, Montebello Transit, and Santa Clarita Transit.

Santa Clarita Transit, Downey Transit, Montebello Transit

4. Existing (2012) Plus Project Conditions

A supplemental analysis was included in this document to comply with court rulings in the recent *Sunnyvale* case regarding California Environmental Quality Act (CEQA) baseline analysis that requires that the existing conditions period matches the date (year) of public notification.

For the existing plus Project analysis, KOA used the existing conditions roadway segment volumes.

4.1 Existing (2012) Plus Project Conditions

Table 10 provides the analysis of Project construction effects on LOS values for the existing plus Project analysis.

Table 10 – Existing (2012) Plus Project Conditions – Peak-Hour LOS

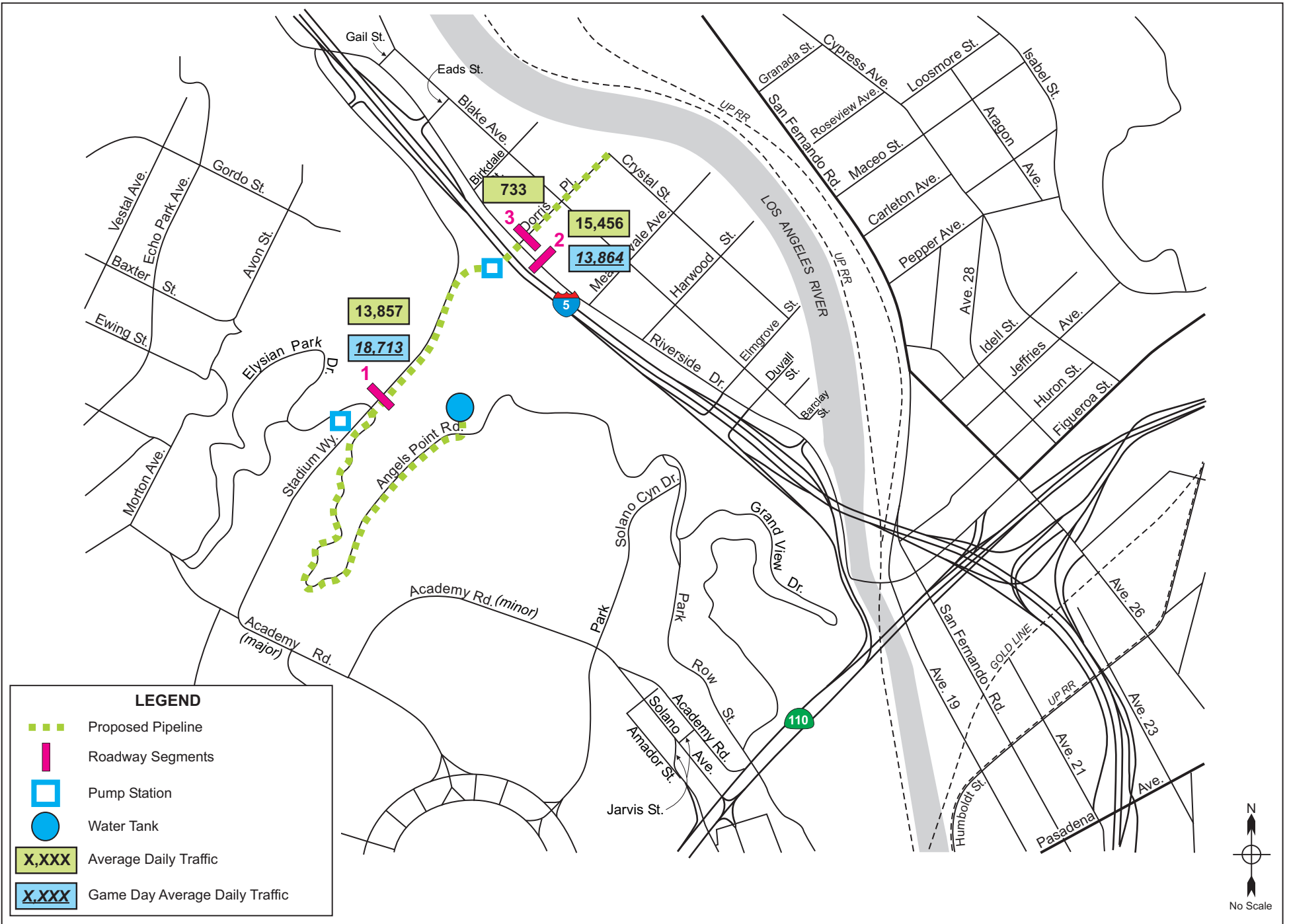
Segment	From	To	Scenario	AM Peak Hour					PM Peak Hour					
				# of Lanes	Capacity	Volumes	V/C	LOS	# of Lanes	Capacity	Volumes	V/C	LOS	
PHASE 1														
1	Stadium Way	Elysian Park Dr	I-5 South on-off ramp	Non-Game Day	4	2500	1,834	0.734	C	6	4500	1,703	0.378	A
				Game Day			1,840	0.736	C			1,851	0.411	A
2	Riverside Dr	Dorris Pl	Glover Pl	Non-Game Day	3	1350	1,232	0.913	E	4	2500	1,745	0.698	B
				Game Day			1,210	0.896	D			1,439	0.576	A
3	Dorris Pl	Riverside Dr	Blake Av	Non-Game Day	1	450	119	0.264	A	2	900	68	0.076	A
PHASE 2														
4	S. Avenue 18	Broadway/Spring St	Albion St	Non-Game Day	1	450	254	0.564	A	2	900	191	0.212	A
5	N Spring St	Mesnager St	Sotello St	Non-Game Day	2	900	2,011	2.234	F	4	2500	1,743	0.697	B
6	Vignes St	Main St	Bauchet St	Non-Game Day	3	1350	1,002	0.742	C	4	2500	1,625	0.650	B
7	Alpine St	Alameda St	Broadway	Non-Game Day	2	900	681	0.757	C	4	2500	892	0.357	A
8	Broadway	Ord St	Cesar E. Chavez Av	Non-Game Day	3	1350	1,740	1.289	F	4	2500	1,946	0.778	C
9	Broadway	Cesar E. Chavez Av	Temple St	Non-Game Day	3	1350	1,825	1.352	F	4	2500	2,143	0.857	D
10	Broadway	2nd St	3rd St	Non-Game Day	3	1350	1,388	1.028	F	5	3125	1,665	0.533	A
11	3rd St (one-way)	Hill St	Broadway	Non-Game Day	1	650	1,507	2.318	F	2	1250	1,210	0.968	E
12	Broadway	6th St	7th St	Non-Game Day	3	1350	1,265	0.937	E	5	3125	1,580	0.506	A
13	Broadway	11th St	12th St	Non-Game Day	3	1350	1,253	0.928	E	4	2500	1,518	0.607	B
14	Pico Bl	Hope St	Grand Av	Non-Game Day	2	900	1,027	1.141	F	4	2500	1,176	0.470	A
15	16th St	Trinity St	San Pedro St	Non-Game Day	2	900	981	1.090	F	4	2500	1,521	0.608	B
16	16th St (one-way)	Paloma St	Central Av	Non-Game Day	2	900	1,013	1.126	F	3	1350	1,131	0.838	D
17	E. Washington Bl	Long Beach Av	Alameda St	Non-Game Day	3	1350	2,085	1.544	F	5	3125	2,590	0.829	D
18	E. Washington Bl	Alameda St	Santa Fe Av	Non-Game Day	3	1350	1,902	1.409	F	4	2500	2,259	0.904	E
19	S. Santa Fe Av	11th St	Olympic Bl	Non-Game Day	3	1350	2,874	2.129	F	4	2500	2,829	1.132	F
20	E. Olympic Bl	S. Santa Fe Av	Soto St	Non-Game Day	3	1350	1,687	1.250	F	4	2500	1,990	0.796	C
21	Broadway	Washington Bl	21st St	Non-Game Day	3	1350	1,363	1.010	F	4	2500	1,474	0.590	A
22	Broadway	31st St	Jefferson Bl	Non-Game Day	3	1350	1,750	1.296	F	4	2500	1,778	0.711	C
23	37th St (one-way)	Flower St	Hope St	Non-Game Day	2	900	977	1.086	F	4	2500	595	0.238	A
24	Exposition Bl	Vermont	Figuroa St	Non-Game Day	3	1350	2,264	1.677	F	4	2500	1,970	0.788	C

During the a.m. peak hour, 19 roadway segments would operate at poor level of service at LOS E or F (16 more than under existing conditions). During the p.m. hour, three roadway segments would operate at poor level of service at LOS E or F (one more than under existing conditions).

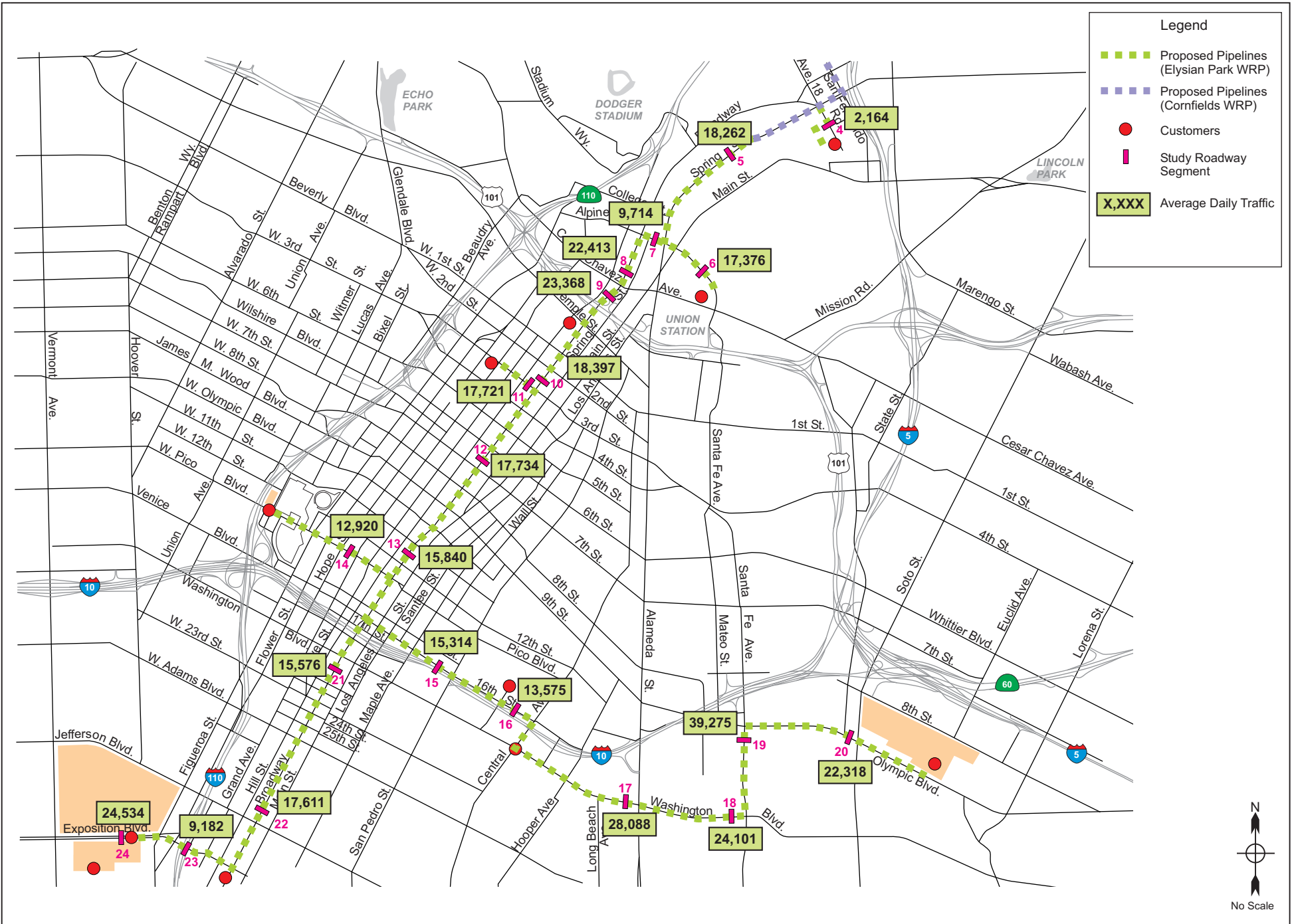
The following analyzed roadway segments are significantly impacted under the existing plus Project analysis:

- Segment 2 (Riverside Drive) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 5 (Spring Street) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 8 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 9 (Broadway) operations would worsen from LOS C to LOS F in the a.m. peak hour.
- Segment 10 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 11 (3rd Street) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 12 (Broadway) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 13 (Broadway) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 14 (Pico Boulevard) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 15 (16th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 16 (16th Street one-way) operations would worsen from LOS C to LOS F in the a.m. peak hour.
- Segment 17 (Washington Boulevard) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 18 (Washington Boulevard) operations would worsen from LOS C to LOS F in the a.m. peak hour.
- Segment 19 (Santa Fe Avenue) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 20 (Olympic Boulevard) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 21 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 22 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 23 (37th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 24 (Exposition Boulevard) operations would worsen from LOS E to LOS F in the a.m. peak hour.

Figures 8 and 9 provide the daily volumes for the Phase 1 and 2 areas for the existing plus Project analysis.



No Scale



5. Conclusions and Recommendations

5.1 Major Impact Conclusions

The proposed Project will not result in any permanent traffic impacts on area roadway facilities. As such, permanent physical or operations improvements to either study intersections or roadway segments are not recommended. However, the Project will potentially create significant impacts in some areas during construction, as much of the Project construction efforts will consist of excavation, open trenching, and pipeline installation that will occur on roadways that are heavily traveled. This work will reduce capacities on the roadways along the construction route.

There are no measures that can be implemented to make all Project impacts less than significant. These impacts will be temporary in nature and as such should have no lasting impact on the study roadways or the adjacent roadway systems, including monitoring stations of the Los Angeles County Congestion Management roadways on area arterials and freeways. Daily roadway and peak-hour volumes have been analyzed to achieve an understanding of the magnitude of potential roadway lane closures during construction.

The following sub-sections summarize the potential traffic impacts within each project roadway corridor along the overall Project route.

5.2 Pedestrian, Transit, and Parking Impacts

Construction of the Project could potentially impact pedestrian movements on sidewalks and at crosswalk locations. It is important that marked pedestrian crosswalks be maintained throughout Project construction, especially when a school or transit stop is located nearby. They should be replaced temporarily, immediately beyond the construction work area, unless a new mid-block crosswalk would be created by this replacement.

None of the project routes currently have bicycle routes or bicycle lanes. However, the City of Los Angeles 2010 Bike Plan proposes 200 miles of bikeways every five years for the next 35 years. The 2010 Bike Plan proposes bikeways along the following project routes: Stadium Way, Riverside Drive, Spring Street, Broadway (north of Cesar E. Chavez Avenue), 16th Street, Central Avenue, Washington Boulevard, Santa Fe Avenue, Olympic Boulevard, 37th Street, and Exposition Boulevard. If bikeways are provided prior to the project construction, it is likely that the Project will include the closure of these lanes. If these lanes are closed and direct alternatives are not provided during construction (with proper detour signage), bicycle lane closure signs should be posted.

As the Project trenching area and construction work areas will likely be in short 150 to 300-foot linear segments, parking could be found within adjacent blocks, but on-street parking supplies for the immediate area (one block) would be significantly-impacted for each work area. Parking demand that is currently absorbed by the roadways along the route would then move to side streets or adjacent blocks.

The construction activities are also likely to affect public bus transit stops for services provided by Metro, LADOT Dash, Montebello Transit, and Santa Clarita Transit. These stops would need to be replaced temporarily outside of travel lane closure areas. Finally, the Project will likely eliminate on-street parking at the location of many work areas. The elimination of parking could have an adverse but localized impact along several of the roadways as the project corridor segments are located along commercial corridors.

5.3 General Impacts to Roadway Facilities

As detailed construction and closure plans for the Project are not yet available, analysis was not conducted of specific intersections or specific Project segments. Capacity will be constricted, in some form, along each Project segment during construction. To help mitigate potentially significant traffic impacts along the Project route, the following actions are recommended:

- Directional capacity (generally southbound/westbound in the a.m. peak and northbound/eastbound in the p.m. peak) should be considered in roadway closure planning where work area placement is flexible. The provision of the original one-way capacity of the affected roadway (in number of travel lanes) in the peak direction, while providing a reduced number of travel lane for the opposite direction of traffic flow, would help to alleviate any potential poor LOS conditions.
- There are no existing signed/stripped bicycle lanes or routes located along the project routes. However, the City of Los Angeles 2010 Bike Plan proposes bikeways along the following project routes: Stadium Way, Riverside Drive, Spring Street, Broadway (north of Cesar E. Chavez Avenue), 16th Street, Central Avenue, Washington Boulevard, Santa Fe Avenue, Olympic Boulevard, 37th Street, and Exposition Boulevard. If future bikeways are provided on project routes, the potential Closure of these lanes in addition to adjacent on-street parking areas could be necessary during Project construction. If these lanes are closed and direct alternates are not provided during construction, bicycle lane closure signs should be posted at the next major intersections to the north and south of the construction area.
- Left-turn lanes and other approach lanes (as feasible) should be maintained in close vicinity to major intersections along the proposed Project route.
- Considerations for maintained access to adjacent residential driveways, as feasible, should be incorporated into the construction planning process.
- Where physical mitigation measures cannot be provided on roadway segments that would operate at LOS E or F during construction, peak-hour restrictions on construction activity would be necessary where feasible based on construction details. Otherwise, construction closure plans would minimize the effects on roadway capacity to the satisfaction of the local jurisdiction, and traffic diversions plans to other parallel roadways may also be necessary,

Typical traffic impact mitigation measures would not be available for impacts caused by Project construction. The need for manual traffic control, detours, and roadway/approach closures would be defined through traffic plans developed for each construction segment. These plans would be reviewed by the applicable local jurisdiction prior to implementation along the Project corridor. True mitigations would not be achieved along the Project construction areas, as capacity cannot be restored until construction is completed.

Impacts to transit service would be likely along Project segments during construction. Temporary stop relocations/closures could be necessary based on the roadway width needed for Project construction.

5.4 Recommended Traffic Control Design Considerations

To mitigate Project impacts, the final design plans for the Project should minimize the locations of complete roadways closures and to minimize the number and duration of lane closures. The Project is anticipated to use one or two travel lanes for construction work areas. Closure of entire roadways is not anticipated to be necessary for typical construction activities.

LADWP will be required to prepare worksite traffic control plans and detour plans to provide the travel lanes specified to remain open during construction. The plans must be prepared by a registered traffic or civil engineer, as appropriate based on City of Los Angeles permit guidelines, for submittal to the reviewing agency for review and approval. It is anticipated that the reviewing agency will work with LADWP to refine the traffic control lane requirements presented in the memorandum prior to preparation of final traffic control plans.

Caltrans should be contacted to obtain permits for the transport of over-sized loads, to obtain encroachment permits (if necessary), and to coordinate construction work on any State Route facilities.

Detailed construction traffic control and detour (traffic deviations via alternative routes) plans should be prepared for each phase of construction and a public outreach program should be implemented to inform the public on the need for the Project and the Project's roadway closure characteristics. A Construction Traffic Management Plan will need to be prepared and approved by the applicable local jurisdiction(s) for each construction segment prior to the start of work with public roadways along the Project corridors.

Traffic control plans should be developed in consultation with local transit agencies to minimize impacts to passenger loading areas and to minimize travel times on scheduled transit routes. All affected transit agencies must be contacted to provide for any required modifications or temporary relocation of transit facilities.

5.5 CEQA Checklist Question Responses

This report section responds to environmental review checklist questions defined for potential traffic impacts of a project by the California Environmental Quality Act (CEQA) guidelines.

Would the proposed Project:

A. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Response: The proposed Project would conflict with the City of Los Angeles Mayor's Directive #2 that prohibits construction on major roads during rush hour periods (6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m.), if construction takes place during these times. As part of the variance to the Directive, and as part of construction during times outside rush hour periods of traffic, detailed traffic handling plans would be prepared, and subject to the approval of the City of Los Angeles, to minimize traffic-related impacts during construction.

No complete street closures are anticipated during project construction. Several arterials, which provide both local access and sub-regional travel, will be temporarily impacted with the proposed Project construction. The reduced roadway capacity will temporarily impact the following analyzed Project corridor roadways:

- Segment 2 (Riverside Drive) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 5 (Spring Street) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 6 (Vignes Street) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 7 (Alpine Street) operations would worsen from LOS A to LOS E in the a.m. peak hour.
- Segment 8 (Broadway) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 9 (Broadway) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 10 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 11 (3rd Street) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 12 (Broadway) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 13 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 14 (Pico Boulevard) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 15 (16th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 16 (16th Street one-way) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 17 (Washington Boulevard) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 18 (Washington Boulevard) operations would worsen from LOS E to LOS F in the a.m. peak hour.
- Segment 19 (Santa Fe Avenue) would continue to operate at LOS F during peak hour with worsening operations.
- Segment 20 (Olympic Boulevard) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 21 (Broadway) operations would worsen from LOS B to LOS F in the a.m. peak hour.
- Segment 22 (Broadway) operations would worsen from LOS D to LOS F in the a.m. peak hour.
- Segment 23 (37th Street) operations would worsen from LOS A to LOS F in the a.m. peak hour.
- Segment 24 (Exposition Boulevard) would continue to operate at LOS F during peak hour with worsening operations.

Existing on-street parking areas along the proposed Project route would be utilized as travel lanes to minimize traffic lane closures during construction, as necessary. Directional capacity (generally southbound/westbound in the a.m. peak and northbound/eastbound in the p.m. peak) would also be considered in roadway closure planning where work area placement is flexible. The provision of the original one-way capacity of the affected roadway (in number of travel lanes) in the peak direction, while providing a reduced number of travel lanes for the opposite direction of traffic flow, would help to alleviate any potential poor LOS conditions. Left-turn lanes and other approach lanes (as feasible) would be maintained in close vicinity to major intersections along the proposed Project route.

Localized traffic impacts due to lane closures during construction would require detailed traffic handling plans to provide continued through access via detours for vehicles, and to provide for adequate pedestrian and transit circulation. Signed detour routes and other potential routes that drivers would utilize during the construction period would become alternate routes for a proportion of the vehicles that would otherwise travel along the corridor where construction would be taking place.

For the Project detour routes, wayfinding signs and other relevant traffic control devices would be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Project corridor). Wayfinding signs would be placed at major detour decision points, to keep vehicles on-track through the detour route, and would also be placed at the next major intersection location in advance of the first detour decision point. The final location of all wayfinding signs and traffic control devices would be proposed during the design process, which would include all traffic control plans.

The preparation of a Traffic Management Plan (TMP) that details construction traffic control and detour (traffic deviations via alternative routes) methods for each phase of construction would be prepared by a registered traffic or civil engineer, as appropriate, based on City of Los Angeles permit guidelines. The design of traffic management plans would be performed in consultation with local transit agencies to minimize impacts to passenger loading areas and to minimize travel times on scheduled transit routes. All affected transit agencies would be contacted to provide for any required modifications or temporary relocation of transit facilities. The plan would be approved by the applicable local jurisdiction(s) for each construction segment prior to the start of work within public roadways along the Project corridor. Methods to inform the public regarding Project construction and roadway detours and closures would be implemented.

Caltrans would be contacted to obtain permits for the transport of oversized loads, and to obtain encroachment permits for work along State Route facilities.

Impacts to traffic would be considered a significant but temporary impact. After completion of construction, the recycled water pipeline would not generate additional traffic; therefore, the Project would not result in permanent impacts to traffic.

B. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Response: The Project traffic impacts will occur during construction activities only. No traffic impacts are anticipated upon Project completion. The County of Los Angeles Congestion Management Program (CMP) level of service impact thresholds are not intended to be applied to construction activities. As such, the Project is not forecast to exceed the significant impact thresholds defined by the CMP. The Project will not generate any new measurable and regular vehicle trips during the operations period.

C. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Response: The proposed Project is an underground water pipeline that would be constructed within the existing roadways; therefore, no changes or impacts would occur to the existing air traffic patterns.

D. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Response: The Project is proposing to construct the underground water pipeline within the existing roadways; no design changes to the existing roadways or use of roadways would occur. Therefore, no impacts to design features or incompatible uses would occur.

E. Result in inadequate emergency access?

Response: Underground construction activities could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles. The loss of a lane and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone.

F. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Response: Project construction would require the closure of one or two travel lanes and may result in left-turn restrictions. Construction of the proposed Project is also anticipated to temporarily affect public transit, bicycle, or pedestrian facilities during construction activities.

Public transportation may be affected as a result of Project construction. Project construction activities may require the use of existing bus stop curb lane areas. To the extent practicable, temporary bus stop closures would be accommodated with replacement bus stops outside of the immediate work area. These temporary closures, however, would need to be located along wide portions of the roadway where the maximum number of travel lanes can be accommodated during construction.

None of the project routes currently have bicycle routes or bicycle lanes. However, the City of Los Angeles 2010 Bike Plan proposes approximately 200 miles of bikeways every five years for the next 35 years. The 2010 Bike Plan proposes bikeways along the following project routes: Stadium Way, Riverside Drive, Spring Street, Broadway (north of Cesar E. Chavez Avenue), 16th Street, Central Avenue, Washington Boulevard, Santa Fe Avenue, Olympic Boulevard, 37th Street, and Exposition. If bikeways are provided prior to the project construction, it is likely that the Project will include the closure of these lanes. As a result, construction-related activities would potentially create unsafe conditions for bicyclists under restricted capacity conditions; therefore, these particular bicycle routes would be closed temporarily. To notify the public, signs would be posted at the next major intersections to the north and south of the construction area.

No impacts to public transit, bicycle, or pedestrian facilities are anticipated upon Project completion. The City of Los Angeles would require that worksite traffic control and detour plans be developed.

5.6 Conclusions

Once completed, the proposed Project will not create any significant impacts on the area traffic circulation system. Traffic impacts, though temporary in nature, are anticipated during construction as roadway trenching will be required to install the new water pipeline. The construction “footprint” will reduce roadway widths, thereby, in some cases, reduce the number of travel lanes and eliminate on-street parking and/or bicycle lanes.

LADWP has divided construction activities into two phases and short 150 to 300-foot work areas. Reviewing agencies will require Project schedules and construction worksite traffic control and detour plans to reduce the temporary Project construction impacts. These activities would mitigate potential impacts at the identified study roadway segments. The Project will not generate any new measurable and regular vehicle trips during the operations period, and long-term mitigation measures are therefore not required.

**APPENDIX A –
DAILY TRAFFIC COUNTS**

VOLUME

Stadium Way N/o Elysian Park Dr/Angels Point Rd

Day: Thursday
Date: 5/10/2012City: Los Angeles
Project #: CA12_5134_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,521	8,194	0	0	13,715		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	10	5			15	12:00	43	53			96
00:15	11	6			17	12:15	49	57			106
00:30	7	2			9	12:30	71	47			118
00:45	3	31	3	16	6	12:45	53	216	53	210	106
01:00	2	5			7	13:00	50	53			103
01:15	3	1			4	13:15	46	42			88
01:30	5	3			8	13:30	60	52			112
01:45	1	11	1	10	2	13:45	48	204	49	196	97
02:00	0	0			0	14:00	49	52			101
02:15	4	0			4	14:15	65	41			106
02:30	2	2			4	14:30	77	58			135
02:45	1	7	1	3	2	14:45	89	280	78	229	167
03:00	3	2			5	15:00	90	43			133
03:15	1	4			5	15:15	99	77			176
03:30	1	4			5	15:30	133	58			191
03:45	1	6	1	11	2	15:45	152	474	60	238	212
04:00	1	2			3	16:00	184	80			264
04:15	1	3			4	16:15	206	89			295
04:30	1	14			15	16:30	217	106			323
04:45	2	5	8	27	10	16:45	259	866	85	360	344
05:00	5	13			18	17:00	278	114			392
05:15	3	24			27	17:15	324	106			430
05:30	6	28			34	17:30	329	108			437
05:45	3	17	42	107	45	17:45	291	1222	121	449	412
06:00	7	56			63	18:00	201	97			298
06:15	13	102			115	18:15	256	86			342
06:30	10	200			210	18:30	174	61			235
06:45	8	38	280	638	288	18:45	156	787	43	287	199
07:00	14	363			377	19:00	107	46			153
07:15	26	390			416	19:15	110	38			148
07:30	29	453			482	19:30	66	32			98
07:45	33	102	413	1619	446	19:45	62	345	37	153	99
08:00	29	389			418	20:00	55	20			75
08:15	36	420			456	20:15	34	26			60
08:30	20	452			472	20:30	36	25			61
08:45	32	117	400	1661	432	20:45	32	157	21	92	53
09:00	22	340			362	21:00	32	11			43
09:15	22	304			326	21:15	20	21			41
09:30	26	243			269	21:30	14	14			28
09:45	56	126	209	1096	265	21:45	17	83	14	60	31
10:00	23	159			182	22:00	12	20			32
10:15	25	99			124	22:15	13	11			24
10:30	32	91			123	22:30	7	13			20
10:45	26	106	77	426	103	22:45	14	46	6	50	20
11:00	52	59			111	23:00	43	13			56
11:15	33	69			102	23:15	33	6			39
11:30	30	49			79	23:30	32	6			38
11:45	42	157	51	228	93	23:45	10	118	3	28	13
TOTALS	723	5842			6565	TOTALS	4798	2352			7150
SPLIT %	11.0%	89.0%			47.9%	SPLIT %	67.1%	32.9%			52.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					5,521	8,194	0	0	13,715

AM Peak Hour	11:45	07:30			07:30	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	205	1675			1802	PM Pk Volume	1222	449			1671
Pk Hr Factor	0.722	0.924			0.935	Pk Hr Factor	0.929	0.928			0.956
7 - 9 Volume	219	3280	0	0	3499	4 - 6 Volume	2088	809	0	0	2897
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	127	1675	0	0	1802	4 - 6 Pk Volume	1222	449	0	0	1671
Pk Hr Factor	0.882	0.924	0.000	0.000	0.935	Pk Hr Factor	0.929	0.928	0.000	0.000	0.956

VOLUME

Stadium Way N/o Elysian Park Dr/Angels Point Rd

Day: Tuesday

City: Los Angeles

Date: 5/8/2012 (Dodger Game)

Project #: CA12_5134_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					7,842	10,729	0	0	18,571		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	9	4			13	12:00	48	56			104
00:15	4	5			9	12:15	40	53			93
00:30	5	3			8	12:30	36	62			98
00:45	3	21	2	14	5	12:45	42	166	60	231	102
01:00	2	2			4	13:00	50	66			116
01:15	6	4			10	13:15	52	57			109
01:30	3	3			6	13:30	53	51			104
01:45	1	12	2	11	3	13:45	53	208	41	215	94
02:00	2	0			2	14:00	48	58			106
02:15	2	0			2	14:15	69	57			126
02:30	1	1			2	14:30	87	63			150
02:45	1	6	0	1	1	14:45	78	282	70	248	148
03:00	0	2			2	15:00	86	83			169
03:15	0	1			1	15:15	94	74			168
03:30	1	1			2	15:30	103	90			193
03:45	1	2	2	6	3	15:45	154	437	105	352	259
04:00	2	0			2	16:00	144	110			254
04:15	3	3			6	16:15	213	113			326
04:30	1	9			10	16:30	214	105			319
04:45	2	8	6	18	8	16:45	267	838	132	460	399
05:00	0	8			8	17:00	251	124			375
05:15	6	15			21	17:15	252	191			443
05:30	4	23			27	17:30	252	168			420
05:45	3	13	48	94	51	17:45	309	1064	272	755	581
06:00	6	64			70	18:00	210	346			556
06:15	7	110			117	18:15	160	390			550
06:30	19	182			201	18:30	146	428			574
06:45	13	45	327	683	340	18:45	116	632	369	1533	485
07:00	24	376			400	19:00	117	283			400
07:15	18	390			408	19:15	86	134			220
07:30	31	413			444	19:30	84	101			185
07:45	45	118	435	1614	480	19:45	58	345	57	575	115
08:00	35	377			412	20:00	49	33			82
08:15	27	445			472	20:15	46	30			76
08:30	23	396			419	20:30	58	20			78
08:45	30	115	405	1623	435	20:45	70	223	23	106	93
09:00	32	359			391	21:00	109	28			137
09:15	18	289			307	21:15	171	14			185
09:30	37	254			291	21:30	308	14			322
09:45	28	115	216	1118	244	21:45	670	1258	14	70	684
10:00	27	182			209	22:00	884	21			905
10:15	31	140			171	22:15	513	16			529
10:30	43	155			198	22:30	86	12			98
10:45	39	140	136	613	175	22:45	48	1531	13	62	61
11:00	38	78			116	23:00	37	8			45
11:15	52	81			133	23:15	27	7			34
11:30	44	76			120	23:30	13	5			18
11:45	45	179	66	301	111	23:45	7	84	6	26	13
TOTALS	774	6096			6870	TOTALS	7068	4633			11701
SPLIT %	11.3%	88.7%			37.0%	SPLIT %	60.4%	39.6%			63.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					7,842	10,729	0	0	18,571

AM Peak Hour	11:15	07:30			07:30	PM Peak Hour	21:30	18:00			21:30
AM Pk Volume	189	1670			1808	PM Pk Volume	2375	1533			2440
Pk Hr Factor	0.909	0.938			0.942	Pk Hr Factor	0.672	0.895			0.674
7 - 9 Volume	233	3237	0	0	3470	4 - 6 Volume	1902	1215	0	0	3117
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	138	1670	0	0	1808	4 - 6 Pk Volume	1064	755	0	0	1819
Pk Hr Factor	0.767	0.938	0.000	0.000	0.942	Pk Hr Factor	0.861	0.694	0.000	0.000	0.783

VOLUME

Riverside Dr S/o Dorris Pl

Day: Thursday
Date: 5/10/2012City: Los Angeles
Project #: CA12_5134_024

DAILY TOTALS					NB	SB						Total
					7,556	7,758						15,314
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	10	11			21	12:00	68	82			150	
00:15	9	12			21	12:15	68	94			162	
00:30	5	13			18	12:30	73	77			150	
00:45	9	33	12	48	21 81	12:45	62	271	99	352	161 623	
01:00	2	8			10	13:00	67	85			152	
01:15	4	5			9	13:15	70	84			154	
01:30	5	8			13	13:30	79	98			177	
01:45	1	12	6	27	7 39	13:45	79	295	110	377	189 672	
02:00	5	10			15	14:00	76	91			167	
02:15	2	8			10	14:15	89	86			175	
02:30	0	6			6	14:30	187	147			334	
02:45	2	9	4	28	6 37	14:45	202	554	129	453	331 1007	
03:00	3	6			9	15:00	179	126			305	
03:15	3	3			6	15:15	165	136			301	
03:30	3	6			9	15:30	170	136			306	
03:45	8	17	3	18	11 35	15:45	206	720	148	546	354 1266	
04:00	2	5			7	16:00	178	166			344	
04:15	1	2			3	16:15	203	179			382	
04:30	6	5			11	16:30	202	183			385	
04:45	7	16	8	20	15 36	16:45	170	753	181	709	351 1462	
05:00	9	7			16	17:00	216	176			392	
05:15	20	18			38	17:15	236	182			418	
05:30	27	27			54	17:30	256	172			428	
05:45	26	82	37	89	63 171	17:45	284	992	191	721	475 1713	
06:00	37	26			63	18:00	264	152			416	
06:15	49	43			92	18:15	229	104			333	
06:30	66	56			122	18:30	237	118			355	
06:45	74	226	76	201	150 427	18:45	173	903	90	464	263 1367	
07:00	81	104			185	19:00	134	79			213	
07:15	120	129			249	19:15	79	116			195	
07:30	125	164			289	19:30	64	85			149	
07:45	130	456	179	576	309 1032	19:45	74	351	90	370	164 721	
08:00	139	184			323	20:00	69	76			145	
08:15	87	192			279	20:15	41	62			103	
08:30	116	157			273	20:30	47	77			124	
08:45	97	439	175	708	272 1147	20:45	46	203	57	272	103 475	
09:00	97	130			227	21:00	37	74			111	
09:15	86	131			217	21:15	26	62			88	
09:30	71	129			200	21:30	24	52			76	
09:45	71	325	120	510	191 835	21:45	33	120	63	251	96 371	
10:00	70	95			165	22:00	33	57			90	
10:15	76	95			171	22:15	26	35			61	
10:30	58	110			168	22:30	22	47			69	
10:45	68	272	92	392	160 664	22:45	20	101	49	188	69 289	
11:00	55	85			140	23:00	22	31			53	
11:15	70	92			162	23:15	35	19			54	
11:30	71	82			153	23:30	37	33			70	
11:45	73	269	77	336	150 605	23:45	43	137	19	102	62 239	
TOTALS	2156	2953			5109	TOTALS	5400	4805			10205	
SPLIT %	42.2%	57.8%			33.4%	SPLIT %	52.9%	47.1%			66.6%	

DAILY TOTALS					NB	SB						Total
					7,556	7,758						15,314

AM Peak Hour	07:15	07:30			07:30	PM Peak Hour	17:15	16:30			17:15
AM Pk Volume	514	719			1200	PM Pk Volume	1040	722			1737
Pk Hr Factor	0.924	0.936			0.929	Pk Hr Factor	0.915	0.986			0.914
7 - 9 Volume	895	1284	0	0	2179	4 - 6 Volume	1745	1430	0	0	3175
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	514	719	0	0	1200	4 - 6 Pk Volume	992	722	0	0	1713
Pk Hr Factor	0.924	0.936	0.000	0.000	0.929	Pk Hr Factor	0.873	0.986	0.000	0.000	0.902

VOLUME

Riverside Dr S/o Dorris Pl

Day: Tuesday

City: Los Angeles

Date: 5/8/2012 (Dodger Game)

Project #: CA12_5134_024

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,728	6,994	0	0	13,722		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	14	19			33	12:00	70	72			142
00:15	11	9			20	12:15	69	82			151
00:30	8	13			21	12:30	119	84			203
00:45	3	36	12	53	15 89	12:45	98	356	89	327	187 683
01:00	8	4			12	13:00	78	89			167
01:15	8	11			19	13:15	65	76			141
01:30	3	13			16	13:30	76	73			149
01:45	1	20	5	33	6 53	13:45	84	303	95	333	179 636
02:00	3	6			9	14:00	77	100			177
02:15	3	7			10	14:15	76	76			152
02:30	6	4			10	14:30	60	132			192
02:45	3	15	7	24	10 39	14:45	94	307	119	427	213 734
03:00	2	5			7	15:00	168	132			300
03:15	1	7			8	15:15	155	117			272
03:30	4	6			10	15:30	173	112			285
03:45	3	10	5	23	8 33	15:45	179	675	149	510	328 1185
04:00	3	2			5	16:00	158	145			303
04:15	4	4			8	16:15	187	113			300
04:30	6	3			9	16:30	207	127			334
04:45	7	20	4	13	11 33	16:45	185	737	114	499	299 1236
05:00	11	20			31	17:00	188	125			313
05:15	20	18			38	17:15	224	146			370
05:30	28	20			48	17:30	235	144			379
05:45	25	84	27	85	52 169	17:45	238	885	107	522	345 1407
06:00	37	30			67	18:00	201	102			303
06:15	46	40			86	18:15	147	103			250
06:30	78	53			131	18:30	124	109			233
06:45	65	226	81	204	146 430	18:45	110	582	101	415	211 997
07:00	88	91			179	19:00	88	101			189
07:15	102	127			229	19:15	58	82			140
07:30	141	162			303	19:30	68	83			151
07:45	124	455	188	568	312 1023	19:45	46	260	78	344	124 604
08:00	123	176			299	20:00	44	54			98
08:15	93	171			264	20:15	43	51			94
08:30	103	146			249	20:30	51	49			100
08:45	87	406	155	648	242 1054	20:45	44	182	59	213	103 395
09:00	80	110			190	21:00	46	61			107
09:15	77	131			208	21:15	37	43			80
09:30	75	126			201	21:30	26	58			84
09:45	79	311	106	473	185 784	21:45	27	136	64	226	91 362
10:00	58	120			178	22:00	33	56			89
10:15	72	116			188	22:15	26	54			80
10:30	66	96			162	22:30	15	46			61
10:45	84	280	78	410	162 690	22:45	12	86	36	192	48 278
11:00	77	67			144	23:00	18	36			54
11:15	79	85			164	23:15	9	25			34
11:30	74	107			181	23:30	16	22			38
11:45	69	299	90	349	159 648	23:45	14	57	20	103	34 160
TOTALS	2162	2883			5045	TOTALS	4566	4111			8677
SPLIT %	42.9%	57.1%			36.8%	SPLIT %	52.6%	47.4%			63.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					6,728	6,994	0	0	13,722

AM Peak Hour	07:15	07:30			07:30	PM Peak Hour	17:15	15:45			17:00
AM Pk Volume	490	697			1178	PM Pk Volume	898	534			1407
Pk Hr Factor	0.869	0.927			0.944	Pk Hr Factor	0.943	0.896			0.928
7 - 9 Volume	861	1216	0	0	2077	4 - 6 Volume	1622	1021	0	0	2643
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	490	697	0	0	1178	4 - 6 Pk Volume	885	529	0	0	1407
Pk Hr Factor	0.869	0.927	0.000	0.000	0.944	Pk Hr Factor	0.930	0.906	0.000	0.000	0.928

VOLUME

Dorris St E/o Riverside Dr

Day: Thursday
Date: 4/19/2012City: Los Angeles
Project #: CA12_5134_002

DAILY TOTALS					NB	SB						Total		
					0	0						591		
							224			367				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			2	1	3	12:00			4	4	8			
00:15			0	0	0	12:15			1	3	4			
00:30			0	1	1	12:30			3	3	6			
00:45			0	2	0	12:45			2	10	5	15	7	25
01:00			0	0	0	13:00			1	7	8			
01:15			0	0	0	13:15			2	9	11			
01:30			0	0	0	13:30			3	8	11			
01:45			0	0	0	13:45			4	10	14	38	18	48
02:00			0	0	0	14:00			2	2	4			
02:15			0	2	2	14:15			2	10	12			
02:30			1	0	1	14:30			13	9	22			
02:45			0	1	0	14:45			5	22	7	28	12	50
03:00			0	0	0	15:00			4	6	10			
03:15			0	1	1	15:15			5	3	8			
03:30			0	0	0	15:30			3	7	10			
03:45			1	1	0	15:45			4	16	4	20	8	36
04:00			0	1	1	16:00			5	6	11			
04:15			2	1	3	16:15			3	5	8			
04:30			0	0	0	16:30			5	5	10			
04:45			0	2	0	16:45			3	16	4	20	7	36
05:00			0	2	2	17:00			3	4	7			
05:15			0	5	5	17:15			3	6	9			
05:30			1	4	5	17:30			4	5	9			
05:45			0	1	9	17:45			2	12	3	18	5	30
06:00			2	13	15	18:00			2	5	7			
06:15			0	11	11	18:15			0	10	10			
06:30			0	8	8	18:30			2	4	6			
06:45			1	3	7	18:45			3	7	3	22	6	29
07:00			4	2	6	19:00			3	4	7			
07:15			1	3	4	19:15			3	0	3			
07:30			12	3	15	19:30			1	5	6			
07:45			20	37	11	19:45			2	9	3	12	5	21
08:00			20	15	35	20:00			2	5	7			
08:15			4	2	6	20:15			3	5	8			
08:30			2	1	3	20:30			2	3	5			
08:45			1	27	5	20:45			3	10	6	19	9	29
09:00			0	1	1	21:00			1	5	6			
09:15			2	1	3	21:15			0	3	3			
09:30			2	3	5	21:30			2	1	3			
09:45			5	9	5	21:45			2	5	3	12	5	17
10:00			0	2	2	22:00			2	4	6			
10:15			1	2	3	22:15			2	3	5			
10:30			3	5	8	22:30			3	1	4			
10:45			4	8	4	22:45			2	9	1	9	3	18
11:00			2	4	6	23:00			0	0	0			
11:15			3	2	5	23:15			0	4	4			
11:30			0	7	7	23:30			1	1	2			
11:45			1	6	5	23:45			0	1	0	5	0	6
TOTALS			97	149	246	TOTALS			127	218	345			
SPLIT %			39.4%	60.6%	41.6%	SPLIT %			36.8%	63.2%	58.4%			

DAILY TOTALS					NB	SB						Total
					0	0						591
							224			367		

AM Peak Hour			07:30	05:45	07:30	PM Peak Hour			14:30	13:00	13:45
AM Pk Volume			56	41	87	PM Pk Volume			27	38	56
Pk Hr Factor			0.700	0.788	0.621	Pk Hr Factor			0.519	0.679	0.636
7 - 9 Volume	0	0	64	42	106	4 - 6 Volume	0	0	28	38	66
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	56	32	87	4 - 6 Pk Volume	0	0	16	20	36
Pk Hr Factor	0.000	0.000	0.700	0.533	0.621	Pk Hr Factor	0.000	0.000	0.800	0.833	0.818

VOLUME

S Avenue 18 S/o Spring St/Broadway

Day: Thursday
Date: 4/19/2012City: Los Angeles
Project #: CA12_5134_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,293	811	0	0	2,104		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	4			8	12:00	23	12			35
00:15	3	3			6	12:15	14	9			23
00:30	0	0			0	12:30	16	10			26
00:45	4	11	0	7	4	12:45	21	74	8	39	29
01:00	3	2			5	13:00	26	10			36
01:15	2	0			2	13:15	31	18			49
01:30	3	1			4	13:30	27	16			43
01:45	0	8	1	4	1	13:45	17	101	11	55	28
02:00	0	0			0	14:00	22	8			30
02:15	0	1			1	14:15	14	13			27
02:30	1	3			4	14:30	24	19			43
02:45	0	1	1	5	1	14:45	38	98	19	59	57
03:00	2	0			2	15:00	17	18			35
03:15	0	0			0	15:15	26	13			39
03:30	2	1			3	15:30	12	11			23
03:45	0	4	0	1	0	15:45	23	78	16	58	39
04:00	3	3			6	16:00	25	15			40
04:15	3	0			3	16:15	25	13			38
04:30	0	3			3	16:30	22	19			41
04:45	1	7	1	7	2	16:45	23	95	14	61	37
05:00	1	1			2	17:00	24	21			45
05:15	1	2			3	17:15	21	23			44
05:30	1	0			1	17:30	26	22			48
05:45	3	6	5	8	8	17:45	12	83	16	82	28
06:00	9	6			15	18:00	24	10			34
06:15	12	5			17	18:15	22	7			29
06:30	13	3			16	18:30	22	18			40
06:45	14	48	4	18	18	18:45	11	79	9	44	20
07:00	22	12			34	19:00	10	15			25
07:15	35	11			46	19:15	16	8			24
07:30	49	13			62	19:30	12	10			22
07:45	42	148	23	59	65	19:45	21	59	13	46	34
08:00	50	24			74	20:00	19	8			27
08:15	31	11			42	20:15	9	6			15
08:30	22	19			41	20:30	10	9			19
08:45	18	121	8	62	26	20:45	6	44	9	32	15
09:00	20	11			31	21:00	4	4			8
09:15	13	7			20	21:15	6	6			12
09:30	15	15			30	21:30	8	2			10
09:45	15	63	6	39	21	21:45	5	23	5	17	10
10:00	14	9			23	22:00	6	9			15
10:15	11	10			21	22:15	6	6			12
10:30	23	16			39	22:30	4	6			10
10:45	15	63	6	41	21	22:45	1	17	2	23	3
11:00	9	4			13	23:00	3	2			5
11:15	12	8			20	23:15	4	5			9
11:30	16	15			31	23:30	2	1			3
11:45	13	50	7	34	20	23:45	3	12	2	10	5
TOTALS	530	285			815	TOTALS	763	526			1289
SPLIT %	65.0%	35.0%			38.7%	SPLIT %	59.2%	40.8%			61.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,293	811	0	0	2,104

AM Peak Hour	07:15	07:45			07:15	PM Peak Hour	12:45	17:00			14:30
AM Pk Volume	176	77			247	PM Pk Volume	105	82			174
Pk Hr Factor	0.880	0.802			0.834	Pk Hr Factor	0.847	0.891			0.763
7 - 9 Volume	269	121	0	0	390	4 - 6 Volume	178	143	0	0	321
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	16:00	17:00			16:45
7 - 9 Pk Volume	176	77	0	0	247	4 - 6 Pk Volume	95	82	0	0	174
Pk Hr Factor	0.880	0.802	0.000	0.000	0.834	Pk Hr Factor	0.950	0.891	0.000	0.000	0.906

VOLUME

Spring St S/o Mesnagers St

Day: Wednesday

Date: 5/2/2012

City: Los Angeles

Project #: CA12_5134_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,346	8,856	0	0	18,202		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	16	7			23	12:00	137	91			228
00:15	19	7			26	12:15	108	81			189
00:30	12	8			20	12:30	122	82			204
00:45	6	53	8	30	14	12:45	126	493	86	340	212
01:00	5	8			13	13:00	130	82			212
01:15	5	6			11	13:15	125	94			219
01:30	9	4			13	13:30	129	111			240
01:45	16	35	11	29	27	13:45	146	530	111	398	257
02:00	17	7			24	14:00	139	92			231
02:15	6	4			10	14:15	147	101			248
02:30	7	7			14	14:30	145	80			225
02:45	9	39	6	24	15	14:45	132	563	94	367	226
03:00	18	5			23	15:00	148	81			229
03:15	6	7			13	15:15	155	103			258
03:30	7	7			14	15:30	175	77			252
03:45	2	33	5	24	7	15:45	216	694	86	347	302
04:00	15	13			28	16:00	263	104			367
04:15	18	14			32	16:15	260	81			341
04:30	7	24			31	16:30	282	110			392
04:45	8	48	25	76	33	16:45	310	1115	89	384	399
05:00	10	33			43	17:00	331	105			436
05:15	21	53			74	17:15	365	83			448
05:30	35	110			145	17:30	355	88			443
05:45	44	110	130	326	174	17:45	321	1372	76	352	397
06:00	43	125			168	18:00	393	65			458
06:15	45	117			162	18:15	332	66			398
06:30	49	179			228	18:30	330	56			386
06:45	41	178	191	612	232	18:45	230	1285	44	231	274
07:00	50	230			280	19:00	178	44			222
07:15	71	303			374	19:15	130	52			182
07:30	67	352			419	19:30	117	36			153
07:45	60	248	374	1259	434	19:45	86	511	49	181	135
08:00	75	404			479	20:00	76	20			96
08:15	76	409			485	20:15	41	35			76
08:30	87	420			507	20:30	50	20			70
08:45	103	341	430	1663	533	20:45	37	204	20	95	57
09:00	85	325			410	21:00	33	27			60
09:15	79	286			365	21:15	30	18			48
09:30	86	212			298	21:30	39	25			64
09:45	107	357	200	1023	307	21:45	33	135	37	107	70
10:00	89	141			230	22:00	30	21			51
10:15	96	120			216	22:15	25	15			40
10:30	97	120			217	22:30	29	20			49
10:45	99	381	97	478	196	22:45	38	122	11	67	49
11:00	119	96			215	23:00	22	18			40
11:15	107	105			212	23:15	22	10			32
11:30	96	103			199	23:30	16	8			24
11:45	100	422	92	396	192	23:45	17	77	11	47	28
TOTALS	2245	5940			8185	TOTALS	7101	2916			10017
SPLIT %	27.4%	72.6%			45.0%	SPLIT %	70.9%	29.1%			55.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,346	8,856	0	0	18,202

AM Peak Hour	11:45	08:00			08:00	PM Peak Hour	17:15	13:30			17:15
AM Pk Volume	467	1663			2004	PM Pk Volume	1434	415			1746
Pk Hr Factor	0.852	0.967			0.940	Pk Hr Factor	0.912	0.935			0.953
7 - 9 Volume	589	2922	0	0	3511	4 - 6 Volume	2487	736	0	0	3223
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:30			16:45
7 - 9 Pk Volume	341	1663	0	0	2004	4 - 6 Pk Volume	1372	387	0	0	1726
Pk Hr Factor	0.828	0.967	0.000	0.000	0.940	Pk Hr Factor	0.940	0.880	0.000	0.000	0.963

VOLUME

Vignes St N/o Baughet St

Day: Thursday
Date: 4/19/2012City: Los Angeles
Project #: CA12_5134_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,022	8,294	0	0	17,316		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	11	14			25	12:00	133	100			233
00:15	11	9			20	12:15	119	114			233
00:30	8	8			16	12:30	141	125			266
00:45	19	49	13	44	32	93	107	500	124	463	231
01:00	16	6			22	13:00	143	141			284
01:15	7	7			14	13:15	135	137			272
01:30	5	6			11	13:30	136	150			286
01:45	17	45	5	24	22	69	146	560	149	577	295
02:00	8	6			14	14:00	157	153			310
02:15	11	14			25	14:15	181	127			308
02:30	4	6			10	14:30	173	169			342
02:45	7	30	12	38	19	68	141	652	127	576	268
03:00	10	7			17	15:00	148	126			274
03:15	10	11			21	15:15	146	135			281
03:30	8	13			21	15:30	186	154			340
03:45	16	44	9	40	25	84	170	650	118	533	288
04:00	10	12			22	16:00	204	183			387
04:15	19	17			36	16:15	185	162			347
04:30	23	30			53	16:30	228	165			393
04:45	37	89	38	97	75	186	232	849	160	670	392
05:00	27	50			77	17:00	199	165			364
05:15	49	65			114	17:15	244	171			415
05:30	67	70			137	17:30	259	178			437
05:45	90	233	84	269	174	502	203	905	171	685	374
06:00	69	99			168	18:00	188	168			356
06:15	100	102			202	18:15	202	178			380
06:30	81	89			170	18:30	166	124			290
06:45	103	353	101	391	204	744	139	695	105	575	244
07:00	107	114			221	19:00	95	86			181
07:15	116	122			238	19:15	93	85			178
07:30	124	130			254	19:30	49	46			95
07:45	93	440	131	497	224	937	35	272	51	268	86
08:00	105	134			239	20:00	50	50			100
08:15	125	124			249	20:15	40	47			87
08:30	111	154			265	20:30	37	41			78
08:45	108	449	134	546	242	995	34	161	37	175	71
09:00	130	160			290	21:00	47	35			82
09:15	119	128			247	21:15	38	32			70
09:30	124	127			251	21:30	29	39			68
09:45	127	500	122	537	249	1037	28	142	37	143	65
10:00	104	112			216	22:00	74	52			126
10:15	133	121			254	22:15	39	49			88
10:30	142	132			274	22:30	28	35			63
10:45	148	527	124	489	272	1016	35	176	27	163	62
11:00	153	103			256	23:00	14	16			30
11:15	169	122			291	23:15	17	10			27
11:30	156	119			275	23:30	14	5			19
11:45	166	644	111	455	277	1099	12	57	8	39	20
TOTALS	3403	3427			6830	TOTALS	5619	4867			10486
SPLIT %	49.8%	50.2%			39.4%	SPLIT %	53.6%	46.4%			60.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,022	8,294	0	0	17,316

AM Peak Hour	11:00	08:30			11:00	PM Peak Hour	16:45	17:30			16:45
AM Pk Volume	644	576			1099	PM Pk Volume	934	695			1608
Pk Hr Factor	0.953	0.900			0.944	Pk Hr Factor	0.902	0.976			0.920
7 - 9 Volume	889	1043	0	0	1932	4 - 6 Volume	1754	1355	0	0	3109
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	449	546	0	0	995	4 - 6 Pk Volume	934	685	0	0	1608
Pk Hr Factor	0.898	0.886	0.000	0.000	0.939	Pk Hr Factor	0.902	0.962	0.000	0.000	0.920

VOLUME

Alpine St between Alameda St & Broadway

Day: Thursday
Date: 4/19/2012City: Los Angeles
Project #: CA12_5134_006

DAILY TOTALS					NB	SB						Total		
					0	0						9,654		
							4,313			5,341				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			7	7	14	12:00			69	90	159			
00:15			9	4	13	12:15			88	82	170			
00:30			3	8	11	12:30			90	95	185			
00:45			3	22	5	24	12:45		85	332	96	363	181	695
01:00			6	7	13	13:00			73	93	166			
01:15			6	1	7	13:15			98	75	173			
01:30			4	5	9	13:30			68	112	180			
01:45			5	21	9	22	13:45		64	303	82	362	146	665
02:00			1	5	6	14:00			59	93	152			
02:15			5	1	6	14:15			58	86	144			
02:30			2	5	7	14:30			82	98	180			
02:45			6	14	4	15	14:45		66	265	97	374	163	639
03:00			2	4	6	15:00			67	78	145			
03:15			2	2	4	15:15			69	84	153			
03:30			1	1	2	15:30			82	95	177			
03:45			1	6	2	9	15:45		64	282	80	337	144	619
04:00			2	2	4	16:00			81	108	189			
04:15			4	2	6	16:15			66	110	176			
04:30			6	4	10	16:30			91	135	226			
04:45			12	24	8	16	16:45		77	315	127	480	204	795
05:00			12	5	17	17:00			98	109	207			
05:15			9	4	13	17:15			95	143	238			
05:30			19	14	33	17:30			90	125	215			
05:45			25	65	10	33	17:45		90	373	106	483	196	856
06:00			30	21	51	18:00			71	102	173			
06:15			29	31	60	18:15			76	140	216			
06:30			30	31	61	18:30			72	92	164			
06:45			45	134	62	145	18:45		69	288	92	426	161	714
07:00			48	61	109	19:00			67	83	150			
07:15			58	64	122	19:15			57	68	125			
07:30			61	99	160	19:30			43	52	95			
07:45			80	247	104	328	19:45		32	199	36	239	68	438
08:00			90	67	157	20:00			33	33	66			
08:15			68	95	163	20:15			30	30	60			
08:30			70	100	170	20:30			24	29	53			
08:45			59	287	88	350	20:45		24	111	28	120	52	231
09:00			56	87	143	21:00			22	35	57			
09:15			60	89	149	21:15			37	33	70			
09:30			77	69	146	21:30			25	21	46			
09:45			64	257	85	330	21:45		17	101	26	115	43	216
10:00			84	66	150	22:00			18	29	47			
10:15			71	72	143	22:15			16	22	38			
10:30			72	79	151	22:30			14	14	28			
10:45			64	291	73	290	22:45		16	64	22	87	38	151
11:00			68	98	166	23:00			7	11	18			
11:15			71	89	160	23:15			8	13	21			
11:30			71	74	145	23:30			10	12	22			
11:45			66	276	85	346	23:45		11	36	11	47	22	83
TOTALS			1644	1908	3552	TOTALS			2669	3433	6102			
SPLIT %			46.3%	53.7%	36.8%	SPLIT %			43.7%	56.3%	63.2%			

DAILY TOTALS					NB	SB						Total
					0	0						9,654
							4,313			5,341		

AM Peak Hour	11:45	08:15	07:45	PM Peak Hour	17:00	16:30	16:30				
AM Pk Volume	313	370	674	PM Pk Volume	373	514	875				
Pk Hr Factor	0.869	0.925	0.916	Pk Hr Factor	0.952	0.899	0.919				
7 - 9 Volume	0	0	534	678	1212	4 - 6 Volume	0	0	688	963	1651
7 - 9 Peak Hour	07:45	07:45	07:45	4 - 6 Peak Hour	17:00	16:30	16:30				
7 - 9 Pk Volume	0	0	308	366	674	4 - 6 Pk Volume	0	0	373	514	875
Pk Hr Factor	0.000	0.000	0.856	0.880	0.916	Pk Hr Factor	0.000	0.000	0.952	0.899	0.919

VOLUME

Broadway N/o Cesar E. Chavez Ave

Day: Wednesday

Date: 5/2/2012

City: Los Angeles

Project #: CA12_5134_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					11,566	10,787	0	0	22,353		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	31	20			51	12:00	230	172			402
00:15	21	12			33	12:15	192	207			399
00:30	19	10			29	12:30	189	160			349
00:45	23	94	11	53	34	12:45	181	792	168	707	349
					147						1499
01:00	11	12			23	13:00	188	164			352
01:15	16	11			27	13:15	170	181			351
01:30	12	8			20	13:30	147	167			314
01:45	16	55	11	42	27	13:45	165	670	158	670	323
					97						1340
02:00	12	9			21	14:00	145	164			309
02:15	9	5			14	14:15	171	161			332
02:30	12	6			18	14:30	159	161			320
02:45	7	40	6	26	13	14:45	150	625	147	633	297
					66						1258
03:00	6	9			15	15:00	183	158			341
03:15	8	4			12	15:15	194	162			356
03:30	7	2			9	15:30	189	133			322
03:45	12	33	13	28	25	15:45	206	772	152	605	358
					61						1377
04:00	6	3			9	16:00	232	127			359
04:15	13	11			24	16:15	244	126			370
04:30	11	13			24	16:30	284	145			429
04:45	16	46	15	42	31	16:45	263	1023	152	550	415
					88						1573
05:00	15	21			36	17:00	296	140			436
05:15	20	27			47	17:15	336	136			472
05:30	29	29			58	17:30	378	140			518
05:45	51	115	56	133	107	17:45	358	1368	145	561	503
					248						1929
06:00	71	88			159	18:00	312	114			426
06:15	76	108			184	18:15	375	109			484
06:30	75	159			234	18:30	337	108			445
06:45	86	308	221	576	307	18:45	276	1300	102	433	378
					884						1733
07:00	103	232			335	19:00	225	78			303
07:15	87	260			347	19:15	167	77			244
07:30	106	291			397	19:30	169	85			254
07:45	145	441	281	1064	426	19:45	120	681	74	314	194
					1505						995
08:00	120	309			429	20:00	72	65			137
08:15	107	313			420	20:15	78	79			157
08:30	125	307			432	20:30	68	86			154
08:45	121	473	331	1260	452	20:45	84	302	68	298	152
					1733						600
09:00	107	301			408	21:00	50	65			115
09:15	123	316			439	21:15	67	70			137
09:30	142	257			399	21:30	69	68			137
09:45	117	489	201	1075	318	21:45	66	252	57	260	123
					1564						512
10:00	131	148			279	22:00	46	68			114
10:15	157	179			336	22:15	48	31			79
10:30	132	171			303	22:30	38	48			86
10:45	151	571	121	619	272	22:45	34	166	38	185	72
					1190						351
11:00	179	136			315	23:00	43	34			77
11:15	179	137			316	23:15	51	19			70
11:30	198	132			330	23:30	27	29			56
11:45	247	803	147	552	394	23:45	26	147	19	101	45
					1355						248
TOTALS	3468	5470			8938	TOTALS	8098	5317			13415
SPLIT %	38.8%	61.2%			40.0%	SPLIT %	60.4%	39.6%			60.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					11,566	10,787	0	0	22,353

AM Peak Hour	11:30	08:00			08:00	PM Peak Hour	17:30	12:00			17:30
AM Pk Volume	867	1260			1733	PM Pk Volume	1423	707			1931
Pk Hr Factor	0.878	0.952			0.959	Pk Hr Factor	0.941	0.854			0.932
7 - 9 Volume	914	2324	0	0	3238	4 - 6 Volume	2391	1111	0	0	3502
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	497	1260	0	0	1733	4 - 6 Pk Volume	1368	573	0	0	1929
Pk Hr Factor	0.857	0.952	0.000	0.000	0.959	Pk Hr Factor	0.905	0.942	0.000	0.000	0.931

VOLUME

Broadway N/o Temple St

Day: Thursday
Date: 4/19/2012City: Los Angeles
Project #: CA12_5134_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,556	10,752	0	0	23,308		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	21	27			48	12:00	173	163			336
00:15	12	35			47	12:15	173	162			335
00:30	14	20			34	12:30	174	131			305
00:45	22	69	26	108	48	12:45	179	699	143	599	322
					177						1298
01:00	9	25			34	13:00	158	131			289
01:15	17	29			46	13:15	190	156			346
01:30	15	25			40	13:30	182	154			336
01:45	11	52	23	102	34	13:45	173	703	137	578	310
					154						1281
02:00	16	19			35	14:00	173	148			321
02:15	5	14			19	14:15	146	183			329
02:30	6	16			22	14:30	171	157			328
02:45	8	35	5	54	13	14:45	170	660	159	647	329
					89						1307
03:00	9	8			17	15:00	157	162			319
03:15	4	17			21	15:15	153	200			353
03:30	4	4			8	15:30	194	194			388
03:45	13	30	7	36	20	15:45	184	688	184	740	368
					66						1428
04:00	6	5			11	16:00	170	203			373
04:15	8	17			25	16:15	208	224			432
04:30	16	9			25	16:30	201	233			434
04:45	19	49	13	44	32	16:45	188	767	260	920	448
					93						1687
05:00	31	18			49	17:00	194	306			500
05:15	35	23			58	17:15	202	338			540
05:30	42	31			73	17:30	217	312			529
05:45	72	180	37	109	109	17:45	233	846	324	1280	557
					289						2126
06:00	99	35			134	18:00	245	291			536
06:15	135	60			195	18:15	260	303			563
06:30	185	76			261	18:30	222	343			565
06:45	234	653	83	254	317	18:45	224	951	336	1273	560
					907						2224
07:00	246	75			321	19:00	156	207			363
07:15	279	90			369	19:15	133	165			298
07:30	318	114			432	19:30	128	126			254
07:45	308	1151	107	386	415	19:45	104	521	100	598	204
					1537						1119
08:00	333	124			457	20:00	102	90			192
08:15	330	113			443	20:15	93	99			192
08:30	337	110			447	20:30	61	72			133
08:45	340	1340	131	478	471	20:45	67	323	70	331	137
					1818						654
09:00	257	109			366	21:00	66	70			136
09:15	241	98			339	21:15	54	75			129
09:30	239	118			357	21:30	74	63			137
09:45	203	940	107	432	310	21:45	47	241	67	275	114
					1372						516
10:00	220	114			334	22:00	59	81			140
10:15	174	108			282	22:15	50	118			168
10:30	165	113			278	22:30	33	84			117
10:45	157	716	114	449	271	22:45	32	174	47	330	79
					1165						504
11:00	153	141			294	23:00	34	48			82
11:15	171	145			316	23:15	24	51			75
11:30	153	137			290	23:30	22	36			58
11:45	189	666	142	565	331	23:45	22	102	29	164	51
					1231						266
TOTALS	5881	3017			8898	TOTALS	6675	7735			14410
SPLIT %	66.1%	33.9%			38.2%	SPLIT %	46.3%	53.7%			61.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,556	10,752	0	0	23,308

AM Peak Hour	08:00	11:30			08:00	PM Peak Hour	17:45	17:00			18:00
AM Pk Volume	1340	604			1818	PM Pk Volume	960	1280			2224
Pk Hr Factor	0.985	0.926			0.965	Pk Hr Factor	0.923	0.947			0.984
7 - 9 Volume	2491	864	0	0	3355	4 - 6 Volume	1613	2200	0	0	3813
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	1340	478	0	0	1818	4 - 6 Pk Volume	846	1280	0	0	2126
Pk Hr Factor	0.985	0.912	0.000	0.000	0.965	Pk Hr Factor	0.908	0.947	0.000	0.000	0.954

VOLUME

Broadway N/o 3rd St

Day: Thursday
Date: 4/19/2012City: Los Angeles
Project #: CA12_5134_009

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,179	8,158	0	0	18,337		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	31	29			60	12:00	146	124			270
00:15	31	17			48	12:15	142	126			268
00:30	26	11			37	12:30	157	111			268
00:45	25	113	20	77	45	12:45	142	587	104	465	246
01:00	25	17			42	13:00	118	117			235
01:15	23	19			42	13:15	126	108			234
01:30	28	14			42	13:30	139	114			253
01:45	15	91	11	61	26	13:45	121	504	125	464	246
02:00	17	15			32	14:00	137	121			258
02:15	15	6			21	14:15	154	103			257
02:30	15	7			22	14:30	130	100			230
02:45	8	55	8	36	16	14:45	141	562	126	450	267
03:00	8	9			17	15:00	160	122			282
03:15	12	7			19	15:15	170	105			275
03:30	3	2			5	15:30	193	142			335
03:45	11	34	7	25	18	15:45	176	699	136	505	312
04:00	8	7			15	16:00	203	144			347
04:15	16	9			25	16:15	204	137			341
04:30	10	7			17	16:30	223	140			363
04:45	20	54	11	34	31	16:45	259	889	142	563	401
05:00	18	18			36	17:00	268	172			440
05:15	16	15			31	17:15	306	138			444
05:30	35	28			63	17:30	201	155			356
05:45	45	114	33	94	78	17:45	208	983	137	602	345
06:00	36	46			82	18:00	227	129			356
06:15	66	65			131	18:15	231	173			404
06:30	67	90			157	18:30	306	150			456
06:45	95	264	92	293	187	18:45	298	1062	121	573	419
07:00	106	117			223	19:00	172	110			282
07:15	114	132			246	19:15	164	86			250
07:30	139	130			269	19:30	129	82			211
07:45	145	504	152	531	297	19:45	95	560	75	353	170
08:00	165	148			313	20:00	93	72			165
08:15	148	202			350	20:15	83	52			135
08:30	171	187			358	20:30	70	57			127
08:45	186	670	174	711	360	20:45	81	327	44	225	125
09:00	125	151			276	21:00	78	59			137
09:15	139	134			273	21:15	51	56			107
09:30	125	149			274	21:30	59	53			112
09:45	133	522	151	585	284	21:45	53	241	54	222	107
10:00	105	156			261	22:00	46	42			88
10:15	117	128			245	22:15	100	41			141
10:30	110	117			227	22:30	70	30			100
10:45	121	453	113	514	234	22:45	41	257	28	141	69
11:00	121	118			239	23:00	48	38			86
11:15	108	126			234	23:15	55	33			88
11:30	119	132			251	23:30	27	28			55
11:45	118	466	134	510	252	23:45	38	168	25	124	63
TOTALS	3340	3471			6811	TOTALS	6839	4687			11526
SPLIT %	49.0%	51.0%			37.1%	SPLIT %	59.3%	40.7%			62.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,179	8,158	0	0	18,337

AM Peak Hour	08:00	08:15			08:00	PM Peak Hour	18:00	16:45			16:30
AM Pk Volume	670	714			1381	PM Pk Volume	1062	607			1648
Pk Hr Factor	0.901	0.884			0.959	Pk Hr Factor	0.868	0.882			0.928
7 - 9 Volume	1174	1242	0	0	2416	4 - 6 Volume	1872	1165	0	0	3037
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	670	711	0	0	1381	4 - 6 Pk Volume	1056	607	0	0	1648
Pk Hr Factor	0.901	0.880	0.000	0.000	0.959	Pk Hr Factor	0.863	0.882	0.000	0.000	0.928

VOLUME

3rd St E/o Hill St

Day: Thursday
Date: 4/19/2012

City: Los Angeles
Project #: CA12_5134_010

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	0	17,661	17,661		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	34	34	12:00			0	229	229
00:15			0	43	43	12:15			0	220	220
00:30			0	36	36	12:30			0	246	246
00:45			0	29 142	29 142	12:45			0	229 924	229 924
01:00			0	32	32	13:00			0	246	246
01:15			0	38	38	13:15			0	243	243
01:30			0	28	28	13:30			0	236	236
01:45			0	25 123	25 123	13:45			0	236 961	236 961
02:00			0	12	12	14:00			0	232	232
02:15			0	18	18	14:15			0	243	243
02:30			0	20	20	14:30			0	226	226
02:45			0	9 59	9 59	14:45			0	238 939	238 939
03:00			0	12	12	15:00			0	276	276
03:15			0	5	5	15:15			0	238	238
03:30			0	7	7	15:30			0	281	281
03:45			0	11 35	11 35	15:45			0	272 1067	272 1067
04:00			0	17	17	16:00			0	277	277
04:15			0	15	15	16:15			0	303	303
04:30			0	16	16	16:30			0	321	321
04:45			0	19 67	19 67	16:45			0	282 1183	282 1183
05:00			0	31	31	17:00			0	287	287
05:15			0	26	26	17:15			0	242	242
05:30			0	53	53	17:30			0	255	255
05:45			0	65 175	65 175	17:45			0	287 1071	287 1071
06:00			0	106	106	18:00			0	326	326
06:15			0	169	169	18:15			0	328	328
06:30			0	263	263	18:30			0	309	309
06:45			0	306 844	306 844	18:45			0	334 1297	334 1297
07:00			0	354	354	19:00			0	328	328
07:15			0	373	373	19:15			0	224	224
07:30			0	369	369	19:30			0	186	186
07:45			0	371 1467	371 1467	19:45			0	149 887	149 887
08:00			0	373	373	20:00			0	138	138
08:15			0	377	377	20:15			0	122	122
08:30			0	369	369	20:30			0	121	121
08:45			0	381 1500	381 1500	20:45			0	119 500	119 500
09:00			0	346	346	21:00			0	132	132
09:15			0	301	301	21:15			0	131	131
09:30			0	327	327	21:30			0	109	109
09:45			0	311 1285	311 1285	21:45			0	133 505	133 505
10:00			0	262	262	22:00			0	125	125
10:15			0	233	233	22:15			0	100	100
10:30			0	246	246	22:30			0	80	80
10:45			0	246 987	246 987	22:45			0	98 403	98 403
11:00			0	223	223	23:00			0	87	87
11:15			0	242	242	23:15			0	74	74
11:30			0	249	249	23:30			0	79	79
11:45			0	228 942	228 942	23:45			0	58 298	58 298
TOTALS				7626	7626	TOTALS				10035	10035
SPLIT %				100.0%	43.2%	SPLIT %				100.0%	56.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	0	17,661	17,661

AM Peak Hour			08:00	08:00	PM Peak Hour			18:15	18:15		
AM Pk Volume			1500	1500	PM Pk Volume			1299	1299		
Pk Hr Factor			0.984	0.984	Pk Hr Factor			0.972	0.972		
7 - 9 Volume	0	0	0	2967	2967	4 - 6 Volume	0	0	0	2254	2254
7 - 9 Peak Hour			08:00	08:00	4 - 6 Peak Hour			16:15	16:15		
7 - 9 Pk Volume	0	0	0	1500	1500	4 - 6 Pk Volume	0	0	0	1193	1193
Pk Hr Factor	0.000	0.000	0.000	0.984	0.984	Pk Hr Factor	0.000	0.000	0.000	0.929	0.929

VOLUME

Broadway N/o 7th St

Day: Wednesday
Date: 5/2/2012

City: Los Angeles
Project #: CA12_5134_011

DAILY TOTALS					NB	SB	EB	WB	Total
					9,821	7,853	0	0	17,674

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	43	30			73	12:00	106	123			229
00:15	37	13			50	12:15	138	130			268
00:30	44	8			52	12:30	116	167			283
00:45	37	161	11	62	48 223	12:45	146	506	104	524	250 1030
01:00	35	16			51	13:00	137	142			279
01:15	18	11			29	13:15	142	110			252
01:30	26	10			36	13:30	112	129			241
01:45	43	122	5	42	48 164	13:45	137	528	130	511	267 1039
02:00	16	12			28	14:00	126	95			221
02:15	27	4			31	14:15	131	123			254
02:30	29	6			35	14:30	100	118			218
02:45	23	95	10	32	33 127	14:45	123	480	115	451	238 931
03:00	17	14			31	15:00	130	137			267
03:15	17	9			26	15:15	156	110			266
03:30	18	4			22	15:30	169	126			295
03:45	12	64	7	34	19 98	15:45	124	579	144	517	268 1096
04:00	17	8			25	16:00	177	128			305
04:15	12	4			16	16:15	199	130			329
04:30	12	8			20	16:30	233	155			388
04:45	19	60	9	29	28 89	16:45	178	787	153	566	331 1353
05:00	14	10			24	17:00	267	150			417
05:15	23	15			38	17:15	234	158			392
05:30	17	17			34	17:30	206	157			363
05:45	31	85	35	77	66 162	17:45	245	952	146	611	391 1563
06:00	48	34			82	18:00	237	152			389
06:15	60	45			105	18:15	255	130			385
06:30	66	62			128	18:30	215	98			313
06:45	101	275	85	226	186 501	18:45	190	897	136	516	326 1413
07:00	104	111			215	19:00	142	97			239
07:15	127	95			222	19:15	125	102			227
07:30	131	99			230	19:30	116	74			190
07:45	186	548	129	434	315 982	19:45	102	485	58	331	160 816
08:00	159	126			285	20:00	72	55			127
08:15	184	145			329	20:15	67	55			122
08:30	213	111			324	20:30	57	50			107
08:45	175	731	145	527	320 1258	20:45	83	279	44	204	127 483
09:00	154	161			315	21:00	69	44			113
09:15	140	151			291	21:15	73	35			108
09:30	137	165			302	21:30	78	53			131
09:45	134	565	182	659	316 1224	21:45	56	276	27	159	83 435
10:00	105	172			277	22:00	36	47			83
10:15	116	121			237	22:15	47	41			88
10:30	103	124			227	22:30	54	29			83
10:45	133	457	143	560	276 1017	22:45	39	176	40	157	79 333
11:00	130	126			256	23:00	56	27			83
11:15	122	126			248	23:15	48	15			63
11:30	138	129			267	23:30	37	40			77
11:45	139	529	134	515	273 1044	23:45	43	184	27	109	70 293
TOTALS	3692	3197			6889	TOTALS	6129	4656			10785
SPLIT %	53.6%	46.4%			39.0%	SPLIT %	56.8%	43.2%			61.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,821	7,853	0	0	17,674

AM Peak Hour	07:45	09:15			08:15	PM Peak Hour	17:00	16:45			17:00
AM Pk Volume	742	670			1288	PM Pk Volume	952	618			1563
Pk Hr Factor	0.871	0.920			0.979	Pk Hr Factor	0.891	0.978			0.937
7 - 9 Volume	1279	961	0	0	2240	4 - 6 Volume	1739	1177	0	0	2916
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	742	527	0	0	1258	4 - 6 Pk Volume	952	618	0	0	1563
Pk Hr Factor	0.871	0.909	0.000	0.000	0.956	Pk Hr Factor	0.891	0.978	0.000	0.000	0.937

VOLUME

Broadway S/o 11th St

Day: Thursday
Date: 4/19/2012City: Los Angeles
Project #: CA12_5134_012

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,738	7,042	0	0	15,780		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	40	21			61	12:00	116	113			229
00:15	19	28			47	12:15	118	99			217
00:30	19	17			36	12:30	126	102			228
00:45	30	108	22	88	52	12:45	117	477	82	396	199
01:00	17	16			33	13:00	122	103			225
01:15	15	26			41	13:15	124	107			231
01:30	17	17			34	13:30	120	104			224
01:45	16	65	9	68	25	13:45	122	488	110	424	232
02:00	17	11			28	14:00	111	108			219
02:15	8	13			21	14:15	104	105			209
02:30	9	12			21	14:30	105	101			206
02:45	5	39	8	44	13	14:45	147	467	125	439	272
03:00	10	5			15	15:00	119	109			228
03:15	9	9			18	15:15	120	113			233
03:30	10	7			17	15:30	138	113			251
03:45	9	38	2	23	11	15:45	137	514	155	490	292
04:00	16	2			18	16:00	201	148			349
04:15	15	7			22	16:15	142	154			296
04:30	12	3			15	16:30	140	144			284
04:45	13	56	7	19	20	16:45	170	653	213	659	383
05:00	15	14			29	17:00	188	223			411
05:15	20	8			28	17:15	181	200			381
05:30	36	11			47	17:30	186	140			326
05:45	21	92	28	61	49	17:45	204	759	142	705	346
06:00	43	22			65	18:00	176	185			361
06:15	53	62			115	18:15	186	164			350
06:30	91	62			153	18:30	166	141			307
06:45	121	308	78	224	199	18:45	132	660	129	619	261
07:00	125	94			219	19:00	133	98			231
07:15	157	94			251	19:15	116	85			201
07:30	188	96			284	19:30	86	67			153
07:45	198	668	103	387	301	19:45	59	394	47	297	106
08:00	190	110			300	20:00	57	48			105
08:15	194	109			303	20:15	47	46			93
08:30	208	104			312	20:30	59	44			103
08:45	214	806	117	440	331	20:45	51	214	41	179	92
09:00	160	103			263	21:00	56	45			101
09:15	159	83			242	21:15	36	37			73
09:30	143	86			229	21:30	41	36			77
09:45	144	606	78	350	222	21:45	35	168	23	141	58
10:00	131	114			245	22:00	43	29			72
10:15	106	98			204	22:15	50	49			99
10:30	101	86			187	22:30	55	28			83
10:45	121	459	84	382	205	22:45	33	181	26	132	59
11:00	110	85			195	23:00	28	22			50
11:15	115	90			205	23:15	22	28			50
11:30	108	91			199	23:30	19	24			43
11:45	101	434	115	381	216	23:45	15	84	20	94	35
TOTALS	3679	2467			6146	TOTALS	5059	4575			9634
SPLIT %	59.9%	40.1%			38.9%	SPLIT %	52.5%	47.5%			61.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,738	7,042	0	0	15,780

AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	17:00	16:30			16:45
AM Pk Volume	806	440			1246	PM Pk Volume	759	780			1501
Pk Hr Factor	0.942	0.940			0.941	Pk Hr Factor	0.930	0.874			0.913
7 - 9 Volume	1474	827			2301	4 - 6 Volume	1412	1364			2776
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:30			16:45
7 - 9 Pk Volume	806	440			1246	4 - 6 Pk Volume	759	780			1501
Pk Hr Factor	0.942	0.940	0.000	0.000	0.941	Pk Hr Factor	0.930	0.874	0.000	0.000	0.913

VOLUME

Pico Blvd W/o Grand Ave

Day: Wednesday
Date: 5/2/2012

City: Los Angeles
Project #: CA12_5134_013

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	6,953	5,907	12,860

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			12	12	24	12:00			94	93	187			
00:15			7	14	21	12:15			111	98	209			
00:30			11	16	27	12:30			114	95	209			
00:45			6	36	1	43	12:45		104	423	80	366	184	789
01:00			3		12	15	13:00		100		97	197		
01:15			6		7	13	13:15		105		94	199		
01:30			5		10	15	13:30		86		89	175		
01:45			6	20	10	39	13:45		116	407	92	372	208	779
02:00			5		15	20	14:00		128		77	205		
02:15			3		7	10	14:15		94		96	190		
02:30			4		4	8	14:30		112		102	214		
02:45			6	18	7	33	14:45		117	451	83	358	200	809
03:00			4		1	5	15:00		116		78	194		
03:15			2		7	9	15:15		113		79	192		
03:30			5		9	14	15:30		105		97	202		
03:45			4	15	3	20	15:45		117	451	111	365	228	816
04:00			2		7	9	16:00		119		111	230		
04:15			6		9	15	16:15		143		92	235		
04:30			11		5	16	16:30		107		107	214		
04:45			7	26	10	31	16:45		123	492	128	438	251	930
05:00			7		7	14	17:00		124		134	258		
05:15			9		8	17	17:15		155		153	308		
05:30			22		9	31	17:30		132		159	291		
05:45			44	82	19	43	17:45		116	527	186	632	302	1159
06:00			41		19	60	18:00		136		189	325		
06:15			41		33	74	18:15		140		205	345		
06:30			51		33	84	18:30		149		139	288		
06:45			68	201	52	137	18:45		102	527	99	632	201	1159
07:00			59		60	119	19:00		110		66	176		
07:15			84		63	147	19:15		99		63	162		
07:30			99		93	192	19:30		85		53	138		
07:45			168	410	81	297	19:45		73	367	57	239	130	606
08:00			148		93	241	20:00		67		34	101		
08:15			172		97	269	20:15		26		31	57		
08:30			143		115	258	20:30		38		46	84		
08:45			164	627	88	393	20:45		38	169	32	143	70	312
09:00			164		85	249	21:00		34		46	80		
09:15			121		80	201	21:15		32		28	60		
09:30			113		68	181	21:30		38		36	74		
09:45			130	528	91	324	21:45		20	124	27	137	47	261
10:00			117		77	194	22:00		17		35	52		
10:15			117		72	189	22:15		23		22	45		
10:30			102		82	184	22:30		25		30	55		
10:45			118	454	77	308	22:45		20	85	23	110	43	195
11:00			109		81	190	23:00		20		24	44		
11:15			125		88	213	23:15		14		21	35		
11:30			114		91	205	23:30		11		22	33		
11:45			111	459	99	359	23:45		9	54	21	88	30	142
TOTALS			2876		2027	4903	TOTALS			4077		3880	7957	
SPLIT %			58.7%		41.3%	38.1%	SPLIT %			51.2%		48.8%	61.9%	

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	6,953	5,907	12,860

AM Peak Hour		08:15	08:00	08:15	PM Peak Hour		17:45	17:30	17:30		
AM Pk Volume		643	393	1028	PM Pk Volume		541	739	1263		
Pk Hr Factor		0.935	0.854	0.955	Pk Hr Factor		0.908	0.901	0.915		
7 - 9 Volume	0	0	1037	690	1727	4 - 6 Volume	0	0	1019	1070	2089
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	631	393	1020	4 - 6 Pk Volume	0	0	534	632	1159
Pk Hr Factor	0.000	0.000	0.917	0.854	0.948	Pk Hr Factor	0.000	0.000	0.861	0.849	0.941

VOLUME

16th St W/o San Pedro St

Day: Wednesday

City: Los Angeles

Date: 5/2/2012

Project #: CA12_5134_014

DAILY TOTALS					NB	SB						Total		
					0	0						15,254		
							5,178			10,076				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			9	16	25	12:00			98	168	266			
00:15			3	13	16	12:15			78	162	240			
00:30			3	10	13	12:30			95	178	273			
00:45			7	22	6	45	12:45		100	371	164	672	264	1043
01:00			2	8	10	13:00			80	154	234			
01:15			2	10	12	13:15			79	190	269			
01:30			0	6	6	13:30			92	195	287			
01:45			4	8	14	38	13:45		90	341	190	729	280	1070
02:00			2	14	16	14:00			102	207	309			
02:15			3	4	7	14:15			67	191	258			
02:30			1	7	8	14:30			116	159	275			
02:45			2	8	3	28	14:45		89	374	181	738	270	1112
03:00			0	6	6	15:00			131	180	311			
03:15			2	4	6	15:15			86	146	232			
03:30			1	4	5	15:30			120	166	286			
03:45			6	9	9	23	15:45		104	441	199	691	303	1132
04:00			6	5	11	16:00			118	180	298			
04:15			6	12	18	16:15			122	174	296			
04:30			7	14	21	16:30			130	175	305			
04:45			5	24	16	47	16:45		83	453	213	742	296	1195
05:00			10	23	33	17:00			134	244	378			
05:15			7	31	38	17:15			81	284	365			
05:30			13	39	52	17:30			104	266	370			
05:45			17	47	50	143	17:45		98	417	293	1087	391	1504
06:00			11	80	91	18:00			123	283	406			
06:15			18	86	104	18:15			136	257	393			
06:30			15	90	105	18:30			131	199	330			
06:45			14	58	72	328	18:45		86	476	168	907	254	1383
07:00			18	99	117	19:00			94	150	244			
07:15			58	97	155	19:15			73	87	160			
07:30			98	137	235	19:30			37	78	115			
07:45			126	300	124	457	19:45		51	255	64	379	115	634
08:00			97	136	233	20:00			24	50	74			
08:15			100	143	243	20:15			10	45	55			
08:30			98	142	240	20:30			19	35	54			
08:45			84	379	174	595	20:45		22	75	42	172	64	247
09:00			79	156	235	21:00			16	36	52			
09:15			63	143	206	21:15			18	29	47			
09:30			71	159	230	21:30			12	22	34			
09:45			82	295	147	605	21:45		3	49	17	104	20	153
10:00			88	172	260	22:00			9	18	27			
10:15			80	162	242	22:15			15	26	41			
10:30			83	168	251	22:30			9	27	36			
10:45			98	349	171	673	22:45		12	45	29	100	41	145
11:00			79	161	240	23:00			14	27	41			
11:15			98	174	272	23:15			3	25	28			
11:30			77	171	248	23:30			6	18	24			
11:45			93	347	176	682	23:45		12	35	21	91	33	126
TOTALS			1846	3664	5510	TOTALS			3332	6412	9744			
SPLIT %			33.5%	66.5%	36.1%	SPLIT %			34.2%	65.8%	63.9%			

DAILY TOTALS					NB	SB						Total
					0	0						15,254
							5,178			10,076		

AM Peak Hour	07:30	11:15	11:15	PM Peak Hour	17:45	17:15	17:30				
AM Pk Volume	421	689	1055	PM Pk Volume	488	1126	1560				
Pk Hr Factor	0.835	0.979	0.970	Pk Hr Factor	0.897	0.961	0.961				
7 - 9 Volume	0	0	679	1052	1731	4 - 6 Volume	0	0	870	1829	2699
7 - 9 Peak Hour	07:30	08:00	08:00	4 - 6 Peak Hour	16:15	17:00	17:00				
7 - 9 Pk Volume	0	0	421	595	974	4 - 6 Pk Volume	0	0	469	1087	1504
Pk Hr Factor	0.000	0.000	0.835	0.855	0.944	Pk Hr Factor	0.000	0.000	0.875	0.927	0.962

VOLUME

16th St W/o Central Ave

Day: Wednesday

Date: 5/2/2012

City: Los Angeles

Project #: CA12_5134_015

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	0	13,515	13,515		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	26	26	12:00			0	202	202
00:15			0	28	28	12:15			0	210	210
00:30			0	30	30	12:30			0	206	206
00:45			0	24 108	24 108	12:45			0	183 801	183 801
01:00			0	18	18	13:00			0	220	220
01:15			0	11	11	13:15			0	226	226
01:30			0	17	17	13:30			0	202	202
01:45			0	19 65	19 65	13:45			0	213 861	213 861
02:00			0	20	20	14:00			0	208	208
02:15			0	21	21	14:15			0	227	227
02:30			0	22	22	14:30			0	211	211
02:45			0	14 77	14 77	14:45			0	200 846	200 846
03:00			0	17	17	15:00			0	223	223
03:15			0	10	10	15:15			0	183	183
03:30			0	22	22	15:30			0	204	204
03:45			0	24 73	24 73	15:45			0	205 815	205 815
04:00			0	21	21	16:00			0	186	186
04:15			0	27	27	16:15			0	225	225
04:30			0	28	28	16:30			0	203	203
04:45			0	59 135	59 135	16:45			0	212 826	212 826
05:00			0	63	63	17:00			0	263	263
05:15			0	86	86	17:15			0	269	269
05:30			0	140	140	17:30			0	283	283
05:45			0	101 390	101 390	17:45			0	299 1114	299 1114
06:00			0	151	151	18:00			0	300	300
06:15			0	163	163	18:15			0	246	246
06:30			0	158	158	18:30			0	215	215
06:45			0	198 670	198 670	18:45			0	188 949	188 949
07:00			0	210	210	19:00			0	150	150
07:15			0	203	203	19:15			0	117	117
07:30			0	230	230	19:30			0	104	104
07:45			0	279 922	279 922	19:45			0	83 454	83 454
08:00			0	253	253	20:00			0	80	80
08:15			0	237	237	20:15			0	78	78
08:30			0	237	237	20:30			0	64	64
08:45			0	236 963	236 963	20:45			0	81 303	81 303
09:00			0	219	219	21:00			0	82	82
09:15			0	202	202	21:15			0	86	86
09:30			0	201	201	21:30			0	79	79
09:45			0	201 823	201 823	21:45			0	63 310	63 310
10:00			0	200	200	22:00			0	66	66
10:15			0	204	204	22:15			0	59	59
10:30			0	203	203	22:30			0	44	44
10:45			0	195 802	195 802	22:45			0	39 208	39 208
11:00			0	207	207	23:00			0	40	40
11:15			0	224	224	23:15			0	28	28
11:30			0	222	222	23:30			0	29	29
11:45			0	215 868	215 868	23:45			0	35 132	35 132
TOTALS				5896	5896	TOTALS				7619	7619
SPLIT %				100.0%	43.6%	SPLIT %				100.0%	56.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	0	13,515	13,515

AM Peak Hour			07:45	07:45	PM Peak Hour			17:15	17:15		
AM Pk Volume			1006	1006	PM Pk Volume			1151	1151		
Pk Hr Factor			0.901	0.901	Pk Hr Factor			0.959	0.959		
7 - 9 Volume	0	0	0	1885	1885	4 - 6 Volume	0	0	0	1940	1940
7 - 9 Peak Hour			07:45	07:45	4 - 6 Peak Hour			17:00	17:00		
7 - 9 Pk Volume	0	0	0	1006	1006	4 - 6 Pk Volume	0	0	0	1114	1114
Pk Hr Factor	0.000	0.000	0.000	0.901	0.901	Pk Hr Factor	0.000	0.000	0.000	0.931	0.931

Prepared by NDS/ATD

VOLUME

E Washington Blvd W/o S Alameda St

Day: Wednesday

Date: 5/2/2012

City: Los Angeles

Project #: CA12_5134_016

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	14,145	13,883	28,028				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			29	15	44	12:00			226	203	429			
00:15			19	17	36	12:15			234	210	444			
00:30			23	22	45	12:30			206	191	397			
00:45			14	85	23	77	12:45		179	845	199	803	378	1648
01:00			33	24	57	13:00			218	176	394			
01:15			30	18	48	13:15			191	181	372			
01:30			18	15	33	13:30			196	190	386			
01:45			28	109	17	74	13:45		200	805	214	761	414	1566
02:00			29	25	54	14:00			218	195	413			
02:15			33	19	52	14:15			212	190	402			
02:30			39	21	60	14:30			209	203	412			
02:45			38	139	17	82	14:45		272	911	237	825	509	1736
03:00			34	22	56	15:00			251	218	469			
03:15			43	22	65	15:15			263	202	465			
03:30			44	20	64	15:30			292	242	534			
03:45			30	151	19	83	15:45		264	1070	242	904	506	1974
04:00			34	23	57	16:00			282	272	554			
04:15			41	36	77	16:15			269	247	516			
04:30			63	32	95	16:30			301	299	600			
04:45			52	190	37	128	16:45		277	1129	283	1101	560	2230
05:00			54	38	92	17:00			289	316	605			
05:15			58	54	112	17:15			313	314	627			
05:30			102	72	174	17:30			339	326	665			
05:45			130	344	76	240	17:45		344	1285	332	1288	676	2573
06:00			105	122	227	18:00			317	288	605			
06:15			102	126	228	18:15			348	257	605			
06:30			163	197	360	18:30			356	225	581			
06:45			155	525	256	701	18:45		274	1295	152	922	426	2217
07:00			153	262	415	19:00			215	142	357			
07:15			172	276	448	19:15			172	102	274			
07:30			195	314	509	19:30			121	69	190			
07:45			232	752	309	1161	19:45		100	608	67	380	167	988
08:00			210	312	522	20:00			79	66	145			
08:15			228	278	506	20:15			68	43	111			
08:30			173	312	485	20:30			56	55	111			
08:45			216	827	267	1169	20:45		62	265	48	212	110	477
09:00			180	282	462	21:00			58	47	105			
09:15			204	230	434	21:15			61	43	104			
09:30			189	217	406	21:30			50	48	98			
09:45			175	748	211	940	21:45		38	207	47	185	85	392
10:00			188	222	410	22:00			28	31	59			
10:15			195	198	393	22:15			38	31	69			
10:30			206	203	409	22:30			42	23	65			
10:45			201	790	199	822	22:45		31	139	27	112	58	251
11:00			197	203	400	23:00			31	39	70			
11:15			201	222	423	23:15			17	28	45			
11:30			213	187	400	23:30			25	24	49			
11:45			218	829	193	805	23:45		24	97	17	108	41	205
TOTALS			5489	6282	11771	TOTALS			8656	7601	16257			
SPLIT %			46.6%	53.4%	42.0%	SPLIT %			53.2%	46.8%	58.0%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	14,145	13,883	28,028

AM Peak Hour		11:30	07:30	07:30	PM Peak Hour		17:45	17:00	17:00		
AM Pk Volume		891	1213	2078	PM Pk Volume		1365	1288	2573		
Pk Hr Factor		0.952	0.966	0.960	Pk Hr Factor		0.959	0.970	0.952		
7 - 9 Volume	0	0	1579	2330	3909	4 - 6 Volume	0	0	2414	2389	4803
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	865	1213	2078	4 - 6 Pk Volume	0	0	1285	1288	2573
Pk Hr Factor	0.000	0.000	0.932	0.966	0.960	Pk Hr Factor	0.000	0.000	0.934	0.970	0.952

VOLUME

E Washington Blvd W/o S Santa Fe Ave

Day: Wednesday

City: Los Angeles

Date: 5/2/2012

Project #: CA12_5134_017

DAILY TOTALS		NB	SB			EB	WB			Total				
		0	0			11,605	12,436			24,041				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			12	18	30	12:00			141	183	324			
00:15			15	23	38	12:15			178	180	358			
00:30			9	14	23	12:30			162	167	329			
00:45			11	47	15	70	12:45		152	633	176	706	328	1339
01:00			10	17	27	13:00			178	180	358			
01:15			12	18	30	13:15			144	145	289			
01:30			13	21	34	13:30			172	167	339			
01:45			10	45	24	80	13:45		179	673	176	668	355	1341
02:00			13	12	25	14:00			169	180	349			
02:15			10	17	27	14:15			185	176	361			
02:30			14	18	32	14:30			181	170	351			
02:45			16	53	10	57	14:45		229	764	193	719	422	1483
03:00			23	24	47	15:00			210	182	392			
03:15			17	15	32	15:15			220	166	386			
03:30			18	21	39	15:30			263	217	480			
03:45			16	74	17	77	15:45		245	938	219	784	464	1722
04:00			13	27	40	16:00			252	243	495			
04:15			32	27	59	16:15			243	209	452			
04:30			63	31	94	16:30			293	255	548			
04:45			52	160	41	126	16:45		258	1046	225	932	483	1978
05:00			50	56	106	17:00			277	263	540			
05:15			53	65	118	17:15			295	270	565			
05:30			103	65	168	17:30			309	276	585			
05:45			72	278	72	258	17:45		305	1186	247	1056	552	2242
06:00			75	112	187	18:00			298	271	569			
06:15			83	137	220	18:15			296	174	470			
06:30			119	188	307	18:30			301	191	492			
06:45			138	415	287	724	18:45		261	1156	117	753	378	1909
07:00			130	241	371	19:00			154	144	298			
07:15			137	288	425	19:15			146	96	242			
07:30			150	279	429	19:30			89	65	154			
07:45			184	601	319	1127	19:45		78	467	61	366	139	833
08:00			162	311	473	20:00			61	33	94			
08:15			176	305	481	20:15			44	32	76			
08:30			145	293	438	20:30			37	56	93			
08:45			164	647	253	1162	20:45		36	178	38	159	74	337
09:00			153	244	397	21:00			39	29	68			
09:15			159	198	357	21:15			43	31	74			
09:30			150	207	357	21:30			30	42	72			
09:45			142	604	223	872	21:45		30	142	24	126	54	268
10:00			165	183	348	22:00			29	25	54			
10:15			165	163	328	22:15			29	22	51			
10:30			169	196	365	22:30			24	26	50			
10:45			155	654	165	707	22:45		20	102	29	102	49	204
11:00			164	187	351	23:00			23	27	50			
11:15			171	206	377	23:15			18	24	42			
11:30			162	169	331	23:30			21	19	40			
11:45			160	657	155	717	23:45		23	85	18	88	41	173
TOTALS			4235	5977	10212	TOTALS			7370	6459	13829			
SPLIT %			41.5%	58.5%	42.5%	SPLIT %			53.3%	46.7%	57.5%			

DAILY TOTALS		NB	SB			EB	WB			Total
		0	0			11,605	12,436			24,041

AM Peak Hour			07:30	07:45	07:45	PM Peak Hour			17:30	17:15	17:15
AM Pk Volume			672	1228	1895	PM Pk Volume			1208	1064	2271
Pk Hr Factor			0.913	0.962	0.942	Pk Hr Factor			0.977	0.964	0.971
7 - 9 Volume	0	0	1248	2289	3537	4 - 6 Volume	0	0	2232	1988	4220
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	672	1228	1895	4 - 6 Pk Volume	0	0	1186	1056	2242
Pk Hr Factor	0.000	0.000	0.913	0.962	0.942	Pk Hr Factor	0.000	0.000	0.960	0.957	0.958

VOLUME

S Santa Fe Ave S/o E Olympic Blvd

Day: Wednesday

Date: 5/2/2012

City: Los Angeles

Project #: CA12_5134_018

DAILY TOTALS					NB	SB	EB	WB	Total				
					19,620	19,595	0	0	39,215				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	33	40			73	12:00	276	304			580		
00:15	28	37			65	12:15	225	266			491		
00:30	42	48			90	12:30	255	263			518		
00:45	34	137	29	154	63	291	12:45	331	1087	245	1078	576	2165
01:00	47	36			83	13:00	310	290			600		
01:15	34	39			73	13:15	326	294			620		
01:30	35	24			59	13:30	284	295			579		
01:45	58	174	32	131	90	305	13:45	309	1229	281	1160	590	2389
02:00	31	30			61	14:00	324	287			611		
02:15	37	34			71	14:15	347	267			614		
02:30	41	28			69	14:30	315	307			622		
02:45	55	164	45	137	100	301	14:45	319	1305	318	1179	637	2484
03:00	62	49			111	15:00	288	317			605		
03:15	73	46			119	15:15	379	315			694		
03:30	66	44			110	15:30	372	301			673		
03:45	76	277	77	216	153	493	15:45	334	1373	331	1264	665	2637
04:00	72	50			122	16:00	324	303			627		
04:15	96	79			175	16:15	328	325			653		
04:30	89	96			185	16:30	323	300			623		
04:45	112	369	121	346	233	715	16:45	307	1282	360	1288	667	2570
05:00	115	89			204	17:00	348	316			664		
05:15	112	142			254	17:15	368	350			718		
05:30	183	184			367	17:30	373	334			707		
05:45	174	584	265	680	439	1264	17:45	376	1465	347	1347	723	2812
06:00	181	272			453	18:00	357	276			633		
06:15	230	244			474	18:15	367	284			651		
06:30	273	302			575	18:30	288	219			507		
06:45	294	978	389	1207	683	2185	18:45	225	1237	166	945	391	2182
07:00	282	367			649	19:00	214	146			360		
07:15	302	370			672	19:15	188	142			330		
07:30	318	326			644	19:30	159	132			291		
07:45	323	1225	413	1476	736	2701	19:45	159	720	115	535	274	1255
08:00	326	393			719	20:00	104	96			200		
08:15	316	376			692	20:15	124	99			223		
08:30	333	387			720	20:30	103	81			184		
08:45	313	1288	381	1537	694	2825	20:45	82	413	92	368	174	781
09:00	319	396			715	21:00	89	86			175		
09:15	263	341			604	21:15	87	70			157		
09:30	254	324			578	21:30	94	69			163		
09:45	284	1120	319	1380	603	2500	21:45	74	344	77	302	151	646
10:00	271	335			606	22:00	82	73			155		
10:15	261	313			574	22:15	79	67			146		
10:30	310	305			615	22:30	72	72			144		
10:45	272	1114	293	1246	565	2360	22:45	79	312	72	284	151	596
11:00	287	270			557	23:00	83	52			135		
11:15	325	287			612	23:15	67	61			128		
11:30	264	262			526	23:30	65	45			110		
11:45	276	1152	319	1138	595	2290	23:45	56	271	39	197	95	468
TOTALS	8582	9648			18230	TOTALS	11038	9947			20985		
SPLIT %	47.1%	52.9%			46.5%	SPLIT %	52.6%	47.4%			53.5%		

DAILY TOTALS					NB	SB	EB	WB	Total
					19,620	19,595	0	0	39,215

AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	17:15	16:45			17:00
AM Pk Volume	1298	1569			2867	PM Pk Volume	1474	1360			2812
Pk Hr Factor	0.974	0.950			0.974	Pk Hr Factor	0.980	0.944			0.972
7 - 9 Volume	2513	3013	0	0	5526	4 - 6 Volume	2747	2635	0	0	5382
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	1298	1569	0	0	2867	4 - 6 Pk Volume	1465	1360	0	0	2812
Pk Hr Factor	0.974	0.950	0.000	0.000	0.974	Pk Hr Factor	0.974	0.944	0.000	0.000	0.972

VOLUME

E Olympic Blvd W/o S Soto St

Day: Wednesday

Date: 5/2/2012

City: Los Angeles

Project #: CA12_5134_019

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	11,167	11,091	22,258

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			17	17	34	12:00			179	150	329			
00:15			22	21	43	12:15			156	155	311			
00:30			20	14	34	12:30			196	165	361			
00:45			13	72	19	71	12:45		194	725	175	645	369	1370
01:00			10	12	22	13:00			174	188	362			
01:15			15	23	38	13:15			183	167	350			
01:30			18	14	32	13:30			189	159	348			
01:45			16	59	22	71	13:45		203	749	145	659	348	1408
02:00			20	16	36	14:00			207	164	371			
02:15			15	11	26	14:15			187	182	369			
02:30			10	25	35	14:30			203	158	361			
02:45			17	62	27	79	14:45		201	798	163	667	364	1465
03:00			12	21	33	15:00			227	182	409			
03:15			12	21	33	15:15			228	190	418			
03:30			22	34	56	15:30			217	140	357			
03:45			18	64	30	106	15:45		234	906	189	701	423	1607
04:00			24	28	52	16:00			260	186	446			
04:15			29	41	70	16:15			225	203	428			
04:30			31	22	53	16:30			263	176	439			
04:45			47	131	53	144	16:45		293	1041	182	747	475	1788
05:00			42	30	72	17:00			278	199	477			
05:15			49	74	123	17:15			303	217	520			
05:30			61	89	150	17:30			299	202	501			
05:45			55	207	91	284	17:45		269	1149	176	794	445	1943
06:00			67	90	157	18:00			242	212	454			
06:15			73	115	188	18:15			246	170	416			
06:30			102	142	244	18:30			219	141	360			
06:45			112	354	199	546	18:45		173	880	143	666	316	1546
07:00			129	207	336	19:00			130	119	249			
07:15			123	219	342	19:15			113	77	190			
07:30			115	256	371	19:30			76	66	142			
07:45			159	526	281	963	19:45		77	396	56	318	133	714
08:00			135	286	421	20:00			71	60	131			
08:15			157	260	417	20:15			78	45	123			
08:30			148	254	402	20:30			45	44	89			
08:45			134	574	241	1041	20:45		47	241	50	199	97	440
09:00			144	215	359	21:00			44	34	78			
09:15			146	180	326	21:15			37	31	68			
09:30			125	174	299	21:30			40	36	76			
09:45			144	559	144	713	21:45		30	151	44	145	74	296
10:00			147	154	301	22:00			33	36	69			
10:15			141	167	308	22:15			26	32	58			
10:30			169	171	340	22:30			44	34	78			
10:45			140	597	162	654	22:45		25	128	21	123	46	251
11:00			163	144	307	23:00			27	40	67			
11:15			185	169	354	23:15			27	12	39			
11:30			187	164	351	23:30			22	19	41			
11:45			169	704	182	659	23:45		18	94	25	96	43	190
TOTALS			3909	5331	9240	TOTALS			7258	5760	13018			
SPLIT %			42.3%	57.7%	41.5%	SPLIT %			55.8%	44.2%	58.5%			

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	11,167	11,091	22,258

AM Peak Hour	11:15	07:30	07:45	PM Peak Hour	16:45	17:15	16:45				
AM Pk Volume	720	1083	1680	PM Pk Volume	1173	807	1973				
Pk Hr Factor	0.963	0.947	0.955	Pk Hr Factor	0.968	0.930	0.949				
7 - 9 Volume	0	0	1100	2004	3104	4 - 6 Volume	0	0	2190	1541	3731
7 - 9 Peak Hour	07:45	07:30	07:45	4 - 6 Peak Hour	16:45	16:45	16:45				
7 - 9 Pk Volume	599	1083	1680	4 - 6 Pk Volume	1173	800	1973				
Pk Hr Factor	0.942	0.947	0.955	Pk Hr Factor	0.968	0.922	0.949				

VOLUME

Broadway S/o E Washington Blvd

Day: Wednesday
Date: 5/2/2012City: Los Angeles
Project #: CA12_5134_020

DAILY TOTALS					NB	SB			EB	WB	Total	
					8,750	6,766			0	0	15,516	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	25	7			32	12:00	100	93			193	
00:15	35	12			47	12:15	101	100			201	
00:30	30	17			47	12:30	96	111			207	
00:45	24	114	11	47	35	12:45	94	391	100	404	194	795
01:00	24	10			34	13:00	118	94			212	
01:15	19	9			28	13:15	123	101			224	
01:30	18	6			24	13:30	124	106			230	
01:45	30	91	10	35	40	13:45	129	494	114	415	243	909
02:00	20	8			28	14:00	113	127			240	
02:15	21	10			31	14:15	113	97			210	
02:30	30	7			37	14:30	108	105			213	
02:45	28	99	7	32	35	14:45	137	471	116	445	253	916
03:00	27	5			32	15:00	118	134			252	
03:15	15	6			21	15:15	123	148			271	
03:30	28	3			31	15:30	128	145			273	
03:45	26	96	4	18	30	15:45	131	500	166	593	297	1093
04:00	7	4			11	16:00	158	148			306	
04:15	5	9			14	16:15	156	169			325	
04:30	15	3			18	16:30	142	166			308	
04:45	8	35	10	26	18	16:45	159	615	178	661	337	1276
05:00	19	7			26	17:00	172	186			358	
05:15	16	10			26	17:15	170	198			368	
05:30	21	15			36	17:30	160	190			350	
05:45	38	94	20	52	58	17:45	186	688	195	769	381	1457
06:00	38	21			59	18:00	174	167			341	
06:15	53	34			87	18:15	152	177			329	
06:30	108	44			152	18:30	129	124			253	
06:45	139	338	74	173	213	18:45	103	558	106	574	209	1132
07:00	160	69			229	19:00	78	83			161	
07:15	213	80			293	19:15	73	63			136	
07:30	255	87			342	19:30	52	60			112	
07:45	256	884	75	311	331	19:45	42	245	45	251	87	496
08:00	228	123			351	20:00	43	42			85	
08:15	248	84			332	20:15	31	36			67	
08:30	218	93			311	20:30	38	29			67	
08:45	229	923	83	383	312	20:45	33	145	37	144	70	289
09:00	233	92			325	21:00	26	31			57	
09:15	170	111			281	21:15	19	31			50	
09:30	166	112			278	21:30	20	33			53	
09:45	139	708	103	418	242	21:45	30	95	21	116	51	211
10:00	155	97			252	22:00	35	15			50	
10:15	135	99			234	22:15	30	34			64	
10:30	115	82			197	22:30	33	17			50	
10:45	127	532	95	373	222	22:45	22	120	26	92	48	212
11:00	115	89			204	23:00	22	14			36	
11:15	112	88			200	23:15	19	18			37	
11:30	114	103			217	23:30	13	17			30	
11:45	104	445	89	369	193	23:45	15	69	16	65	31	134
TOTALS	4359	2237			6596	TOTALS	4391	4529			8920	
SPLIT %	66.1%	33.9%			42.5%	SPLIT %	49.2%	50.8%			57.5%	

DAILY TOTALS					NB	SB			EB	WB	Total	
					8,750	6,766			0	0	15,516	

AM Peak Hour	07:30	09:15			07:30	PM Peak Hour	17:15	17:00			17:00
AM Pk Volume	987	423			1356	PM Pk Volume	690	769			1457
Pk Hr Factor	0.964	0.944			0.966	Pk Hr Factor	0.927	0.971			0.956
7 - 9 Volume	1807	694	0	0	2501	4 - 6 Volume	1303	1430	0	0	2733
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	987	383	0	0	1356	4 - 6 Pk Volume	688	769	0	0	1457
Pk Hr Factor	0.964	0.778	0.000	0.000	0.966	Pk Hr Factor	0.925	0.971	0.000	0.000	0.956

Prepared by NDS/ATD

VOLUME

Broadway N/o Jefferson Blvd

Day: Wednesday
Date: 5/2/2012

City: Los Angeles
Project #: CA12_5134_021

DAILY TOTALS					NB	SB	EB	WB	Total
					9,939	7,612	0	0	17,551

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	25	9			34	12:00	114	113			227
00:15	35	8			43	12:15	106	95			201
00:30	25	8			33	12:30	88	114			202
00:45	31	116	10	35	41 151	12:45	97	405	100	422	197 827
01:00	24	3			27	13:00	104	86			190
01:15	23	15			38	13:15	114	93			207
01:30	22	4			26	13:30	121	113			234
01:45	27	96	8	30	35 126	13:45	121	460	107	399	228 859
02:00	25	4			29	14:00	131	109			240
02:15	33	13			46	14:15	109	96			205
02:30	27	8			35	14:30	120	115			235
02:45	29	114	8	33	37 147	14:45	125	485	145	465	270 950
03:00	31	4			35	15:00	131	150			281
03:15	20	5			25	15:15	125	194			319
03:30	36	6			42	15:30	124	150			274
03:45	26	113	3	18	29 131	15:45	138	518	169	663	307 1181
04:00	8	4			12	16:00	162	198			360
04:15	11	9			20	16:15	153	190			343
04:30	13	3			16	16:30	164	224			388
04:45	11	43	7	23	18 66	16:45	164	643	218	830	382 1473
05:00	16	9			25	17:00	183	237			420
05:15	20	14			34	17:15	190	257			447
05:30	31	17			48	17:30	196	250			446
05:45	46	113	18	58	64 171	17:45	207	776	241	985	448 1761
06:00	42	19			61	18:00	171	228			399
06:15	81	28			109	18:15	140	227			367
06:30	141	36			177	18:30	126	171			297
06:45	198	462	75	158	273 620	18:45	97	534	124	750	221 1284
07:00	243	75			318	19:00	88	135			223
07:15	293	82			375	19:15	71	89			160
07:30	316	94			410	19:30	46	83			129
07:45	357	1209	78	329	435 1538	19:45	32	237	60	367	92 604
08:00	362	112			474	20:00	38	54			92
08:15	322	88			410	20:15	36	52			88
08:30	338	86			424	20:30	32	40			72
08:45	296	1318	79	365	375 1683	20:45	31	137	63	209	94 346
09:00	290	100			390	21:00	21	45			66
09:15	248	93			341	21:15	20	39			59
09:30	208	112			320	21:30	24	36			60
09:45	173	919	105	410	278 1329	21:45	27	92	24	144	51 236
10:00	170	103			273	22:00	43	15			58
10:15	111	82			193	22:15	27	32			59
10:30	129	81			210	22:30	32	15			47
10:45	103	513	79	345	182 858	22:45	23	125	37	99	60 224
11:00	120	108			228	23:00	26	22			48
11:15	103	95			198	23:15	20	14			34
11:30	109	103			212	23:30	19	22			41
11:45	101	433	97	403	198 836	23:45	13	78	14	72	27 150
TOTALS	5449	2207			7656	TOTALS	4490	5405			9895
SPLIT %	71.2%	28.8%			43.6%	SPLIT %	45.4%	54.6%			56.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,939	7,612	0	0	17,551

AM Peak Hour	07:45	11:45			07:45	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	1379	419			1743	PM Pk Volume	776	985			1761
Pk Hr Factor	0.952	0.919			0.919	Pk Hr Factor	0.937	0.958			0.983
7 - 9 Volume	2527	694			3221	4 - 6 Volume	1419	1815			3234
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	1379	372			1743	4 - 6 Pk Volume	776	985			1761
Pk Hr Factor	0.952	0.830	0.000	0.000	0.919	Pk Hr Factor	0.937	0.958	0.000	0.000	0.983

VOLUME

37th St W/o S Hope St/I-110 NB On & Off Ramps

Day: Wednesday

City: Los Angeles

Date: 5/2/2012

Project #: CA12_5134_022

DAILY TOTALS					NB	SB					Total
					0	0					9,122
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			33	0	33	12:00			162	0	162
00:15			22	0	22	12:15			136	0	136
00:30			9	0	9	12:30			135	0	135
00:45			10	74	10 74	12:45			164	597	164 597
01:00			10	0	10	13:00			185	0	185
01:15			18	0	18	13:15			178	0	178
01:30			4	0	4	13:30			188	0	188
01:45			8	40	8 40	13:45			157	708	157 708
02:00			4	0	4	14:00			159	0	159
02:15			10	0	10	14:15			147	0	147
02:30			3	0	3	14:30			131	0	131
02:45			10	27	10 27	14:45			153	590	153 590
03:00			10	0	10	15:00			175	0	175
03:15			2	0	2	15:15			144	0	144
03:30			9	0	9	15:30			139	0	139
03:45			13	34	13 34	15:45			149	607	149 607
04:00			5	0	5	16:00			123	0	123
04:15			6	0	6	16:15			133	0	133
04:30			13	0	13	16:30			159	0	159
04:45			27	51	27 51	16:45			133	548	133 548
05:00			10	0	10	17:00			140	0	140
05:15			22	0	22	17:15			146	0	146
05:30			29	0	29	17:30			122	0	122
05:45			36	97	36 97	17:45			125	533	125 533
06:00			50	0	50	18:00			115	0	115
06:15			61	0	61	18:15			94	0	94
06:30			81	0	81	18:30			88	0	88
06:45			114	306	114 306	18:45			65	362	65 362
07:00			113	0	113	19:00			111	0	111
07:15			170	0	170	19:15			92	0	92
07:30			204	0	204	19:30			83	0	83
07:45			234	721	234 721	19:45			73	359	73 359
08:00			235	0	235	20:00			71	0	71
08:15			252	0	252	20:15			74	0	74
08:30			249	0	249	20:30			63	0	63
08:45			185	921	185 921	20:45			72	280	72 280
09:00			194	0	194	21:00			96	0	96
09:15			148	0	148	21:15			122	0	122
09:30			149	0	149	21:30			61	0	61
09:45			126	617	126 617	21:45			76	355	76 355
10:00			131	0	131	22:00			55	0	55
10:15			125	0	125	22:15			41	0	41
10:30			148	0	148	22:30			47	0	47
10:45			106	510	106 510	22:45			33	176	33 176
11:00			114	0	114	23:00			40	0	40
11:15			106	0	106	23:15			31	0	31
11:30			135	0	135	23:30			29	0	29
11:45			131	486	131 486	23:45			23	123	23 123
TOTALS			3884		3884	TOTALS			5238		5238
SPLIT %			100.0%		42.6%	SPLIT %			100.0%		57.4%

DAILY TOTALS					NB	SB					Total
					0	0					9,122

AM Peak Hour			07:45		07:45	PM Peak Hour			12:45		12:45
AM Pk Volume			970		970	PM Pk Volume			715		715
Pk Hr Factor			0.962		0.962	Pk Hr Factor			0.951		0.951
7 - 9 Volume	0	0	1642	0	1642	4 - 6 Volume	0	0	1081	0	1081
7 - 9 Peak Hour			07:45		07:45	4 - 6 Peak Hour			16:30		16:30
7 - 9 Pk Volume	0	0	970	0	970	4 - 6 Pk Volume	0	0	578	0	578
Pk Hr Factor	0.000	0.000	0.962	0.000	0.962	Pk Hr Factor	0.000	0.000	0.909	0.000	0.909

VOLUME

Exposition Blvd W/o Figueroa St

Day: Wednesday
Date: 5/2/2012

City: Los Angeles
Project #: CA12_5134_023

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	12,537	11,937	24,474

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			25	45	70	12:00			152	164	316			
00:15			23	81	104	12:15			149	132	281			
00:30			9	71	80	12:30			170	181	351			
00:45			15	72	51	12:45			163	634	159	636	322	1270
01:00			13	57	70	13:00			196	138	334			
01:15			13	44	57	13:15			176	169	345			
01:30			8	33	41	13:30			172	149	321			
01:45			8	42	29	13:45			167	711	141	597	308	1308
02:00			13	48	61	14:00			167	181	348			
02:15			10	39	49	14:15			174	169	343			
02:30			9	53	62	14:30			223	178	401			
02:45			11	43	21	14:45			179	743	170	698	349	1441
03:00			10	24	34	15:00			211	182	393			
03:15			12	31	43	15:15			185	166	351			
03:30			10	39	49	15:30			185	193	378			
03:45			14	46	21	15:45			230	811	196	737	426	1548
04:00			13	12	25	16:00			227	229	456			
04:15			15	15	30	16:15			253	212	465			
04:30			20	17	37	16:30			241	205	446			
04:45			24	72	16	16:45			229	950	214	860	443	1810
05:00			25	22	47	17:00			223	250	473			
05:15			52	24	76	17:15			240	266	506			
05:30			68	38	106	17:30			226	278	504			
05:45			67	212	71	17:45			230	919	240	1034	470	1953
06:00			79	88	167	18:00			218	274	492			
06:15			95	91	186	18:15			185	215	400			
06:30			137	112	249	18:30			163	259	422			
06:45			182	493	117	18:45			173	739	203	951	376	1690
07:00			175	134	309	19:00			172	153	325			
07:15			288	173	461	19:15			144	138	282			
07:30			391	185	576	19:30			140	119	259			
07:45			415	1269	220	19:45			131	587	91	501	222	1088
08:00			375	170	545	20:00			113	119	232			
08:15			339	162	501	20:15			97	78	175			
08:30			300	192	492	20:30			92	105	197			
08:45			260	1274	166	20:45			85	387	86	388	171	775
09:00			217	183	400	21:00			113	108	221			
09:15			194	149	343	21:15			92	85	177			
09:30			190	177	367	21:30			84	105	189			
09:45			163	764	169	21:45			57	346	93	391	150	737
10:00			130	181	311	22:00			66	92	158			
10:15			142	173	315	22:15			80	81	161			
10:30			137	164	301	22:30			46	50	96			
10:45			133	542	145	22:45			35	227	38	261	73	488
11:00			124	162	286	23:00			36	62	98			
11:15			128	131	259	23:15			29	48	77			
11:30			135	174	309	23:30			30	50	80			
11:45			151	538	159	23:45			21	116	44	204	65	320
TOTALS				5367	4679	10046	TOTALS			7170	7258	14428		
SPLIT %				53.4%	46.6%	41.0%	SPLIT %			49.7%	50.3%	59.0%		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	12,537	11,937	24,474

AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			15:45	17:15	17:15
AM Pk Volume			1520	748	2257	PM Pk Volume			951	1058	1972
Pk Hr Factor			0.916	0.850	0.889	Pk Hr Factor			0.940	0.951	0.974
7 - 9 Volume	0	0	2543	1402	3945	4 - 6 Volume	0	0	1869	1894	3763
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	1520	748	2257	4 - 6 Pk Volume	0	0	950	1034	1953
Pk Hr Factor	0.000	0.000	0.916	0.850	0.889	Pk Hr Factor	0.000	0.000	0.939	0.930	0.965

**APPENDIX B –
RELATED PROJECT LIST**

Elysian Park-USC WRP Phase 1 and Phase 2
 Related Projects - Trip Generation

Map #	Project Name	Location	Land use	Intensity	Units	Daily Total	AM Peak			PM Peak		
							Total	In	Out	Total	In	Out
1	Blossom Plaza - Mixed Use Project	900 N. Broadway	Condos Retail Restaurant	223 25,000 15,000	d.u. k.s.f. k.s.f.	3,374	184	31	153	220	147	73
2	Chinatown Gateway Project	639 N. Broadway	Apartment Retail	280 22,000	d.u. k.s.f.	2,665	152	30	122	247	161	86
3	Chinatown Condos	1101 N. Main St	Condos	300	d.u.	1,102	71	12	59	87	58	29
4	PUC Charter School	1855 N. Main St	Elementary School Middle School	550 230	Students Students	1,115	280	154	126	115	56	59
5	Taylor Yard Village - Mixed-Use	1555 N. San Fernando Rd	Apartments Condos Retail Senior Apartments	70 300 25,000 80	d.u. d.u. k.s.f. d.u.	2,708	162	28	134	224	150	74
6	Bunker Hill Mixed-Use	720 W. Cesar E Chavez Av	Condos Retail Restaurant	272 6,431 8,000	d.u. k.s.f. k.s.f.	1,639	112	19	93	147	98	49
7	LAUSD Early Educational Center & Affordable Housing Project	3000 N. Verdugo Rd	Early Education Apartments	175 45	Students d.u.	302	23	12	11	28	13	15
8	Apartments	715 N. Yale St	Apartments	65	d.u.	437	34	7	27	40	26	14
9	LA Dodger Stadium the Next 50 Years	1000 W. Elysian Park Ave	Retail Restaurant Museum Office	23,750 38,490 35,570 138,565	k.s.f. k.s.f. k.s.f. k.s.f.	4,456	199	103	96	48	28	20
10	Metro Bus Facility	920 N. Vignes St	Bus Maintenance & Operation	271 647	Buses Employees	1927	72	63	9	75	13	62
11	Condominiums	2600 W. Riverside Drive	Condos	120	d.u.	703	53	9	44	62	42	20
12	Hall of Justice Reuse Project	211 W. Temple St	Hall of Justice Bldg	456,900	k.s.f.	1052	152	128	24	146	45	101
13	Prop Q & F Public Safety Facilities	Los Angeles St/Temple St	Jail Government	179,000 30,000	k.s.f. k.s.f.	3600	375	315	60	395	122	273
14	Little Tokyo Block 8 Project	200 S. Los Angeles St	Condos Apartment Retail	570 280 50,000	d.u. d.u. k.s.f.	4,688	276	47	229	365	245	120
15	Metropolis Mixed Use	851 Franciso St	Condo Office Other Retail	836 988,225 480 46,000	d.u. k.s.f. k.s.f. k.s.f.	8,010	625	550	75	898	153	745
16	Zen Mixed-Use	250 S. Hill St	Condo Retail/Restaurant	330 12,000	d.u. k.s.f.	1,551	124	21	103	138	92	46
17	Hope Condos	1028 S. Hope St	Condo Retail	118 7,000	d.u. k.s.f.	1,013	92	16	76	75	50	25
18	Herald Examiner Building	146 W. 11th St	Apartments Condos Retail Office	20 565 37,600 32,670	d.u. d.u. k.s.f. k.s.f.	5,563	346	59	287	565	379	186
19	Grand Avenue Project [a]	100 S. Grand Av	Apartments Condos Retail Hotel Government	412 1,648 449,000 275 681,000	d.u. d.u. k.s.f. rooms k.s.f.	n/a	1,326	225	1,101	2,270	1,521	749
20	Vibiana Lofts	225 S. Los Angeles St	Condo Retail	300 3,400	d.u. k.s.f.	1,910	224	38	186	126	84	42
21	Northeast Tower	315 W. 9th St	Condo Retail	210 9,000	d.u. k.s.f.	1,100	62	11	51	98	66	32
22	Mixed Use	133 E. 6th St	Restaurant Retail Health Club	11,018 8,927 5,066	k.s.f. k.s.f. k.s.f.	1,541	24	12	12	137	81	56
23	One Santa Fe	300 S. Santa Fe	Apartments Retail Fast-food Restaurant	420 45,000 7,500 7,500	d.u. k.s.f. k.s.f. k.s.f.	8,741	564	113	451	738	480	258
24	Mixed Use	745 S. Spring St	Condo Retail	247 10,675	d.u. k.s.f.	2,841	132	22	110	256	172	84
25	Mixed Use	1150 S. Grand Av	Condo Retail Restaurant	351 12,500 12,500	d.u. k.s.f. k.s.f.	2,881	215	37	178	245	164	81
26	11th & Hill	1115 S. Hill St	Condo Restaurant	172 6,850	d.u. k.s.f.	543	0	0	0	43	29	14
27	Condominium Project	810 E. Pico Bl	Condos	131	d.u.	619	44	7	37	54	36	18
28	Center Land	418 S. Spring	Condos Retail Hotel Spa Bar	96 10,000 122 2,090 3,526	d.u. k.s.f. rooms k.s.f. k.s.f.	4,404	308	52	256	368	247	121
29	9th/Olive Mixed Use	860 S. Olive St	Live-Work Condo Retail Restaurant	98 255 18,900 7,500	d.u. d.u. k.s.f. k.s.f.	8,741	564	96	468	738	494	244

Elysian Park-USC WRP Phase I and Phase 2
 Related Projects - Trip Generation

Map #	Project Name	Location	Land use	Intensity	Units	Daily Total	AM Peak			PM Peak		
							Total	In	Out	Total	In	Out
30	8th/Hope/Grand Project	609 W. 8th St	Condo Hotel Retail Restaurant	225 200 30,000 32,000	d.u. rooms k.s.f. k.s.f.	4,908	194	33	161	401	269	132
31	Condominium Project	1340 S. Olive St	Condos	150	d.u.	879	66	11	55	78	52	26
32	Manufacturing Project	800 E. 12th St	Manufacturing	320,497	k.s.f.	962	221	172	49	214	77	137
33	6th & Main Project	601 S. Main St	Condos Apartment Retail	205 46 20,000	d.u. d.u. k.s.f.	3,690	278	47	231	321	215	106
34	Glass Tower Project	1050 S. Grand Av	Condo Retail Restaurant	151 3,472 2,200	d.u. k.s.f. k.s.f.	973	59	10	49	86	58	28
35	Embassy Tower	848 S. Grand Av	Condo Restaurant	420 38,500	d.u. k.s.f.	9,574	478	81	397	939	629	310
36	Wilshire Grand Redevelopment [a]	930 W. Wilshire Bl	Condo Hotel Office Restaurant	100 560 1,500,000 255,000	d.u. rooms k.s.f. k.s.f.	3,624	800	725	75	858	94	764
37	Theater/Restaurant	650 S. Spring St	Theater	40,000	k.s.f.	960	0	0	0	87	44	43
38	Mixed Use	710 S. Grand Av	Apartments Retail Restaurant	700 27,000 5,000	d.u. k.s.f. k.s.f.	6,262	362	72	290	524	341	183
39	2 High-rise Condo Buildings	1360 S. Figueroa St	Condos	622	d.u.	2,210	180	31	149	200	134	66
40	Amacoan Project	1133 Hope St	Condo Restaurant	159 6,827	d.u. k.s.f.	1,063	51	9	42	92	62	30
41	Medical Office	1525 S. Grand Av	Medical Office	64,374	k.s.f.	2339	161	127	34	141	38	103
42	Libeskind Tower	1340 S. Figueroa St	Condo Spa Restaurant	273 10,000 9,000	d.u. k.s.f. k.s.f.	2,031	109	19	90	187	125	62
43	2004-CEN-1738	435 E. 20th St	Apartments	143	d.u.	628	47	9	38	55	36	19
44	2005-CEN-1894	1843 E. 41st St	Warehouse	643,000	k.s.f.	2,581	295	233	62	269	67	202
45	Boyle Heights Mixed Use	2901 E. Olympic Bl	Apartments/Condo Retail Office Medical Office	2,102 174,000 75,000 25,000	d.u. k.s.f. k.s.f. k.s.f.	11,434	803	161	642	1,113	723	390
46	Flower/23rd MU Project	2300 S. Flower St	Apartment Retail	1500 40,000	d.u. k.s.f.	8,757	429	86	343	432	281	151
47	Apartment Project	2455 S. Figueroa St	Apartments	145	d.u.	870	64	13	51	82	53	29
48	Pacific Charter Middle School	1371 W. 35th St	Middle School	300	students	81	26	14	12	0	0	0
49	Washington Boulevard Opportunity - Mercy Housing	220 E. Washington Bl	Apartments Retail Restaurant	357 7,750 7,750	d.u. k.s.f. k.s.f.	5,319	404	81	323	466	303	163
50	USC University Park Master Plan	1540 Alcazar street	Master Plan	n/a	n/a	13,574	732	469	263	1,057	490	567
51	Mixed Use	2100 S. Figueroa St	Condo Restaurant	291 7,134	d.u. k.s.f.	870	-16	-3	-13	39	26	13
52	South LA Redevelopment 3A	3671 S. Vermont Av	Apartment Retail	80 50,000	d.u. k.s.f.	1,744	66	13	53	156	101	55
53	Chinatown Metro Apartments	808 N. Spring St	Senior Apartments	123	d.u.	428	16	6	10	20	12	8
54	Chevron/Icon Plaza	Figueroa/Exposition	Apartment Retail	56 18,000	d.u. k.s.f.	1,145	47	17	30	102	56	46
55	Restaurant & Bar	220 W. 9th St	Restaurant	23,000	k.s.f.	2,069	19	9	10	172	115	57
56	8th & Grand Mixed-Use Project [a]	W. 8th between Grand and Olive	Condo Retail Restaurant	875 34,061 10,000	d.u. k.s.f. k.s.f.	4,162	257	44	213	372	249	123
57	YWCA Jobs Corps Campus	1020 S. Olive St	Apartment Office	200 43,375	rooms k.s.f.	1,318	127	74	53	135	54	81
58	Apex (Concerto)	900 S. Figueroa St	Condo Retail	629 27,000	d.u. k.s.f.	2,624	183	31	152	238	159	79
59	Park Fifth	501 S. Olive St	Condo Retail Restaurant	900 19,000 19,200	d.u. k.s.f. k.s.f.	5,109	296	50	246	437	293	144
60	LA Trade Tech College	400 Washington Bl	Master Plan	21,300	student	n/a	463	380	83	842	539	303
61	Citi Corp Plaza Phase III [a]	755 S. Figueroa St	Office	792,000	k.s.f.	4,677	699	616	83	688	117	571
Total						186,090	14,710	5,857	8,853	19,750	11,064	8,686

Source: LADOT provided the list of area projects and trip generation, unless otherwise noted.

[a] DEIR Wilshire Grand Redevelopment Project, July 2010, Los Angeles Department of City Planning.