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VALLEY GENERATING STATION TRAFFIC IMPACT ANALYSIS

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Chapter 1.0 INTRODUCTION

1.1 INTRODUCTION

This report presents the results of a traffic analysis performed for the proposed modifications to a Los Angeles Department of Water and Power (LADWP) power generating station. This report has been prepared for submittal in support of the Environmental Impact Report for the proposed project site.

1.2 PROJECT DESCRIPTION

The LADWP is proposing modifications to the Valley Generating Station (VGS) to help comply with its annual Regional Clean Air Incentives Market (RECLAIM) Allocations for future years, improve in-Basin power reliability, and participate in the Californian Independent System Operator ("Cal-ISO") by supplying excess electrical power, thereby reducing the risk of blackouts for the state.

1.2.1 Project Location

The VGS is located at 9430 San Fernando Road in the City of Los Angeles (Sun Valley) (Figure 1-1). The VGS occupies a parcel of land bounded by Glenoaks Boulevard to the northeast; Sheldon Street to the southeast; San Fernando Road to the southwest; and a flood control channel to the northwest, beyond which is Branford Road. The area surrounding the facility is primarily commercial/industrial; however, an emergency medical clinic, a hospital and two motels are present adjacent to the site on San Fernando Road. A sand and gravel plant is located adjacent to the northwest of the site. There are no residences in the immediate vicinity of the facility, with the nearest residential properties located approximately one-half mile north of the site.

Figure 1-1

1.3 ANALYSIS SCOPE

The traffic analysis examines the impacts of adding construction project generated traffic to existing traffic on the surrounding arterial network. The proposed project is subject to the requirements of the South Coast Air Quality Management Department (SCAQMD), the Los Angeles Department of Transportation (LADOT) and the Los Angeles County Congestion Management Program (LACOCMP).

The SCAQMD guidelines for project impacts are based on the following significance criteria:

- For project impacts that would last between three and 12 months, V/C ratio increase greater than or equal to 0.04, if LOS is E or worse.
- For project with impacts longer than 12 months if V/C ratio increase greater or equal to 0.040 and LOS is C: V/C ratio increase greater than or equal to 0.020 and LOS is D; and V/C ratio increase greater than or equal to 0.010 and LOS is E or F.
- A major roadway or railroad is closed to all through traffic and no alternate route is available.
- The project will increase customer traffic to a facility by more than 700 trips per day.

Nineteen critical study area intersections along the roadways forecast to be used and possibly impacted by project traffic have been identified for analysis and include:

Glenoaks Blvd & Sheldon St	
----------------------------	--

- 1. 2.
 - Glenoaks Blvd & Tuxford St
- 3. Sunland Blvd & Glenoaks Blvd
- 4. San Fernando & Osborne St
- 5. San Fernando & Sheldon St
- 6. Arleta Ave & Sheldon St
- 7. Coldwater Cyn & Roscoe
- 8. SR-170 NB ramp & Roscoe
- 9. SR-170 SB ramp & Roscoe
- 10. SR-170 NB off & Sheldon St

- 11. SR-170 SB ramp & Arleta Ave
- 12. I-5 NB ramp & Sunland Blvd
- 13. I-5 SB ramp & Sunland Blvd
- 14. I-5 NB ramp & Sheldon St
- 15. I-5 SB on/off ramp & Laurel Cyn
- 16. I-5 NB ramp & Laurel Cyn
- 17. I-5 NB on/off ramp & Osborne St
- 18. I-5 SB on/off ramp & Osborne St
- 19. Laurel Cyn & Sheldon St

Table 1-1 summarizes the definitions of the various levels of service. The LOS for all intersections are calculated using the intersection capacity utilization (ICU) methodology using the following capacities:

Capacity: 1600 vehicles per hour per lane for through and single-turn lanes

2880 vehicles (total) per hour for dual turn lanes.

Clearance interval: 0.10

Source: 1999 LACO CMP Guideline Criteria

1.4 DEFINITIONS

Certain terms used throughout this report are defined below to clarify their intended meaning:

- ADT Average Daily Traffic.
- ICU Intersection Capacity Utilization. A factor used to measure the volume to capacity ratio for an intersection and determine the level of service.
- LOS Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments. The levels range from "A" to "F", with LOS "A" representing free flow traffic and LOS "F" representing severe traffic congestion.
- Peak Hour
 This typically refers to the hour during the morning AM peak period (typically 7 AM 9 AM) or the afternoon PM peak period (typically 3 PM 6 PM) in which the greatest number of vehicle trips are generated by a given land use or are travelling on a given roadway.
- VPD Vehicles per Day. This has the same meaning as ADT but is generally used in a trip generation context rather than in reference to the highway volume of an arterial segment.
- VPH Vehicles per Hour.
- V/C Volume to Capacity Ratio. This is typically described as a percentage of capacity utilized by existing or projected traffic on a segment of arterial or an intersection turn movement.

1.5 **REFERENCES**

- "Trip Generation: An Informal Report" (6th Edition), Institute of Transportation Engineers, 1997.
- "1999 Congestion Management Program for Los Angeles County," Los Angeles County Metropolitan Transportation Authority, November. 1999.

LEVEL OF SERVICE (V/C)	DESCRIPTION
A 0.00-0.60	At level of service A there are no cycles which are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B > 0.60-0.70	Level of service B represents a stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C > 0.70-0.80	In level of service C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D > 0.80-0.90	Level of service D encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E > 0.90-1.00	Level of service E represents the most vehicles that any particular intersection approach can accommodate. At capacity ($V/C = 1.00$) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several cycles).
F > 1.00	Level of service F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions
	Congestion Management Program for Los Angeles County," Los Angeles County Transportation Authority, November 1999.

Table 1-1
LEVELS OF SERVICE FOR URBAN AND SUBURBAN LOCATIONS

Chapter 2.0 PROJECT SETTING

This chapter describes the project site in relation to the transportation setting. The existing circulation system is discussed, and existing traffic volumes and levels of service are summarized.

2.1 SURROUNDING HIGHWAY NETWORK

The proposed project may affect eight primary roadways in the vicinity of the VGS through the addition of project traffic to these roadways. Following is a description of these roadways and other local circulation routes.

<u>Golden State Freeway (Interstate 5)</u> - is an eight-to-ten lane freeway traveling south-north from Santa Ana to Sacramento. It passes west of the site and provides interchanges at Sheldon Street, Tuxford Street, Osborne Street, and Sunland Boulevard.

<u>Sheldon St/Coldwater Cyn</u> - is a four-lane roadway providing direct access to the project site and extends west and south from the project site. There are a few signalized cross streets, consisting of Laurel Canyon, San Fernando Road, and Glenoaks Boulevard. All other cross street traffic is controlled by STOP signs and Sheldon Street traffic does not stop at these locations. Sheldon Street is bounded by primarily commercial/industrial uses.

<u>Osborne Street, Tuxford Street, Sunland Boulevard</u> - are east-west arterial roadways located west of the project site that provide access to San Fernando Road and Glenoaks Boulevard. Additionally, these roadways provide access to ramp connections with the I-5 freeway.

San Fernando Road, Glenoaks Boulevard - are north-south roadways that intersect with Osborne Street, Tuxford Street and Sunland Boulevard, thereby providing access to the project site via Sheldon Street.

<u>Roscoe Boulevard</u> - Roscoe Boulevard changes into Tuxford Street as it turns northeast from an east-west direction. Its ramp connections with the SR-170 provide access to the local street system via Coldwater Canyon/Sheldon Street and Roscoe Boulevard/Tuxford Street.

Construction traffic generated by the proposed project at the VGS location will access the site via Sheldon Street and will directed along Osborne Street, Tuxford Street and Sunland Boulevard toward the I-5 freeway and Sheldon Street/Coldwater Canyon toward the SR-170 freeway.

2.2 EXISTING TRAFFIC CONDITIONS

The VGS is located at 9430 San Fernando Road in the City of Los Angeles (Sun Valley). The VGS occupies a parcel of land bounded by Glenoaks Boulevard to the northeast; Sheldon Street to the southeast; San Fernando Road to the southwest; and a flood control channel to the northwest, beyond which is Branford Road. The area surrounding the facility is primarily commercial/industrial; however, an emergency medical clinic, a hospital and two motels are present near the site on San Fernando Road. A sand and gravel plant is located adjacent to the northwest of the site. There are no residences in the immediate vicinity of the VGS with the nearest residential properties located approximately one-half mile north of the site. The following 19 intersections have been included in the traffic analysis:

- 1. Glenoaks Blvd & Sheldon St
- 2. Glenoaks Blvd & Tuxford St
- 3. Sunland Blvd & Glenoaks Blvd
- 4. San Fernando & Osborne St
- 5. San Fernando & Sheldon St
- 6. Arleta Ave & Sheldon St
- 7. Coldwater Cyn & Roscoe
- 8. SR-170 NB ramp & Roscoe
- 9. SR-170 SB ramp & Roscoe
- 10. SR-170 NB off & Sheldon St

- 11. SR-170 SB ramp & Arleta Ave
- 12. I-5 NB ramp & Sunland Blvd
- 13. I-5 SB ramp & Sunland Blvd
- 14. I-5 NB ramp & Sheldon St
- 15. I-5 SB on/off ramp & Laurel Cyn
- 16. I-5 NB ramp & Laurel Cyn
- 17. I-5 NB on/off ramp & Osborne St
- 18. I-5 SB on/off ramp & Osborne St
- 19. Laurel Cyn & Sheldon St

Existing AM and PM peak hour turning movement volumes at these intersections and existing Average Daily Traffic (ADT) volumes on selected roadway segments were counted by Traffic Data Services, Inc. and are illustrated in Figures 2-1 and 2-2. Intersection capacity utilization (ICU) values are presented in Table 2-1 (actual ICU calculations are included in Appendix A of this document) and are a means of representing peak hour volume/capacity ratios. The ICU is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

Figure 2-1

Figure 2-2

Table 2-1

INTERSECTION	AM	PM
1. Glenoaks & Sheldon	0.617	0.463
2. Glenoaks & Tuxford	0.670	0.646
3. Sunland & Glenoaks	0.834	0.697
4. San Fernando & Osborne	0.748	0.799
5. San Fernando & Sheldon	0.629	0.800
6. Arleta & Sheldon	0.490	0.754
7. Coldwater Canyon & Roscoe	0.999	1.106
8. SR-170 SB Ramp & Roscoe	0.655	1.206
9. SR-170 NB Ramp & Roscoe	0.842	0.888
10. SR-170 NB off & Sheldon	0.519	0.509
11. SR-170 SB ramp & Arleta	0.603	0.749
12. Sunland & I-5 NB on/off	0.763	0.594
13. Sunland & I-5 SB on/off	0.769	0.848
14. I-5 NB on/Rincon & Sheldon	0.637	0.575
15. Laurel Canyon & I-5 SB on/off	0.520	0.656
16. Laurel Canyon & I-5 NB off	0.449	0.500
17. I-5 NB on/off & Osborne	0.607	0.704
18. I-5 SB on/off & Osborne	0.878	0.932
19. Laurel Canyon & Sheldon	0.740	0.765
Level of service ranges: .0060 A		
.6170 B		
.7180 C		
.8190 D		
.91 – 1.00 E		
Above 1.00 F		

ICU SUMMARY – EXISTING CONDITIONS

Chapter 3.0 TRAFFIC IMPACT ANALYSIS

This chapter describes the potential impacts of the proposed development upon the surrounding arterial network. Traffic generated by development of the proposed project is added to the existing volumes presented in the previous chapter and the resulting capacity impacts are assessed.

3.1 TRIP GENERATION

As discussed in Chapter 1.0, LADWP is proposing modifications to a power generating station to help comply with its annual Regional Clean Air Incentives Market (RECLAIM) Allocations for future years, improve in-Basin power reliability, and participate in the Californian Independent System Operator ("Cal-ISO") by supplying excess electrical power thereby reducing the risk of blackouts for the state. The proposed project is anticipated to provide an overall decrease in No_x throughout the Basin. The proposed project consists of modifications to the Valley Generating Station (VGS) located in Sun Valley.

The following table summarizes the anticipated peak construction workers at the generating station.

PHASE	# WORKERS	ESTIMATED CONSTRUCTION TIME
1. Excavation	400	6 months
2. Foundation	100	11 months
3. Equipment Installation (there will be overlap		
among phases)		10 months
CTS		9 months
Steam Turbine		10 months
HRSGS		
4. Auxiliary Equipment	100	18 months
Source: ENSR		

CONSTRUCTION WORKER SUMMARY

The construction effort is anticipated to require 600 daily workers per day during the peak construction period. This peak construction period is anticipated to last for six months. This analysis uses a 1.0 vehicle occupancy for the construction workers to provide a "worst-case" analysis. These 600 peak daily construction worker vehicles will be arriving and departing during a single shift beginning at 6:00 AM and ending at 5:00 PM, resulting in 1,200 daily vehicle trips.

The morning AM peak hour of the adjacent street system occurs during the morning AM peak period of 7:00 AM to 9:00 AM as indicated in the Congestion Management Program (CMP) Guidelines. Construction activities at the VGS will occur six days a week. The workshift is scheduled to begin at 6:00 AM and end at 5:00 PM. Traffic attributable to the project construction traffic will arrive at the site before the morning AM peak period would begin and will not affect the morning AM peak hour ICU values. Traffic for the workshift will leave at the beginning of the afternoon PM peak period and may affect the afternoon PM peak hour ICU values. Therefore, the analysis examines impacts from traffic attributable to the proposed project only during the afternoon PM peak hour.

3.2 TRIP DISTRIBUTION

Distribution of project generated traffic was derived from observation of existing travel patterns in the vicinity of the project site. An increase in vehicular movements will occur at the project site during the construction period. The anticipated construction traffic at the VGS is forecast to peak at 600 vehicles per day.

To provide a "worst-case" analysis, it is assumed that most of the construction personnel would commute to the site in private automobiles.

Materials required to support the construction effort would be delivered to the generating station by truck. Peak truck usage would correspond to the peak manpower periods. Construction materials, heavy construction equipment, piping, and new equipment would be delivered throughout the construction period. All truck deliveries would be made at the main entrance from Sheldon Street.

To estimate the project-related traffic volumes at various points on the transportation system adjacent to the generating station and thereby establish the magnitude and extent of traffic impacts, a three-step process was utilized. First, the amount of traffic which would be generated during construction was determined. Second, the construction traffic was geographically distributed to appropriate residential, commercial, and industrial areas. Finally, the trips were assigned to specific roadways and the traffic increases were evaluated on a route-by-route basis.

The average daily truck traffic at the VGS during construction is estimate to be approximately 70 trucks per day. Since these would mainly consist of soil and material deliveries, they would be spread throughout the work day with few deliveries occurring during the traffic analysis morning or afternoon peak hours (7:00am-9:00am and 4:00pm-6:00pm). Therefore, the truck traffic contribution from the proposed project to peak hour traffic analysis impacts would be negligible. As a conservative or "worst case" analysis, the maximum expected employees (600 employees) at the construction site was assumed to occur daily.

3.3 2001/EXISTING PLUS PROJECT TRAFFIC IMPACTS

The VGS modification project would generate short-term impacts on traffic and circulation in the project vicinity during the construction period. The project would temporarily affect the present pattern of circulation of the labor force as well as truck traffic associated with the construction and operation phases of the project.

Construction traffic related to the proposed project would utilize existing parking areas at the facility during construction. It would not affect the existing facility operations or the shipping and receiving facilities at the proposed project site.

Trip distribution for project traffic is illustrated in Figure 3-1 and is distributed to the surrounding roadways with thirty-five percent directed northward along the Golden State Freeway (I-5), twelve percent eastward toward the Foothill Freeway (SR-210), twenty-five percent directed southward via the SR-170 Freeway and the remaining twenty-eight percent directed south/southeast of the site along the Golden State Freeway (I-5).

Roadways in the vicinity of the project would be impacted by the project's construction-related traffic. However, project related construction traffic would contribute less than two percent of the daily traffic volume on these roadways.

Figure 3-1

To more carefully assess the impacts on the surrounding roadways, an intersection capacity utilization (ICU) analysis was conducted for the 19 intersections which would be most directly impacted by project construction traffic.

Analysis year-plus-project intersection volumes for the project were generated by adding the project intersection volumes to the existing Year 2001 background intersection volumes. PM peak hour 2001-plus-project turn volumes are illustrated in Figure 3-2, and corresponding ICUs based on existing lane configurations are summarized in the following Table 3-1 (actual ICU calculations are included in Appendix A). An examination of this table reveals that project construction traffic does have an impact considered significant by SCAQMD criteria at one location (San Fernando and Sheldon). The intersection of San Fernando and Sheldon exceeds the acceptable LOS 'E' with the addition of project related traffic and it therefore requires to mitigation.

3.4 POTENTIAL MITIGATION

Potential mitigation examined for the proposed project was a rideshare program to achieve a 1.3 vehicle occupancy for the construction workers. The 1.3 V/O target threshold is based on construction contractor experience from Fluor-Daniel regarding average vehicle ridership at similar construction projects (i.e., LARC and LARW). This results in a forecast of 462 construction worker vehicles entering and exiting the site during the peak six month construction period (600 workers/1.3 workers/vehicle = 462 vehicles). These 462 peak daily construction worker vehicles would be arriving and departing during a single shift beginning at 6:00 AM and ending at 5:00 PM, resulting in 924 daily vehicle trips. The results of implementation of this mitigation on impacted study area intersections is summarized in Table 3-1.

An examination of Table 3-1 indicates that the proposed mitigation measures result in study area intersections operating at an acceptable level of service with the addition of project traffic under existing-plus-project conditions.

figure 3-2

3.5 ON-SITE CIRCULATION AND PARKING

Sufficient on-site parking is available to accommodate the increased parking demand from construction workers at the Valley Generation Station. The physical site of the VGS provides parking capacity beyond the current operational requirements. On any given day, approximately 25 percent of the employees are not on the premises because of rotating shifts, vacations, and sick leave. The total number of parking spaces exceeds the maximum number of construction workers to allow for fluctuations in manpower and to provide ample maneuvering space for heavy trucks.

INTERSECTION	EXISTING PM	EXISTING + PROJECT		EXISTING + PROJECT WITH MITIGATION	
	PM	PM	% CHG	PM	% CHG
1. Glenoaks & Sheldon	0.463	0.463	NC	0.463	NC
Glenoaks & Tuxford	0.646	0.646	NC	0.646	NC
Sunland & Glenoaks	0.697	0.697	NC	0.697	NC
4. San Fernando & Osborne	0.799	0.799	NC	0.799	NC
San Fernando & Sheldon	0.800	0.922	.122(1)	0.893	.093
6. Arleta & Sheldon	0.754	0.760	.006	0.759	.005
Coldwater Canyon & Roscoe	1.106	1.106	NC	1.106	NC
8. SR-170 SB Ramp & Roscoe	1.206	1.206	NC	1.206	NC
9. SR-170 NB Ramp & Roscoe	0.888	0.888	NC	0.888	NC
10. SR-170 NB off & Sheldon	0.509	0.509	NC	0.509	NC
11. SR-170 SB ramp & Arleta	0.749	0.790	.041	0.781	.032
12. Sunland & I-5 NB on/off	0.594	0.594	NC	0.594	NC
13. Sunland & I-5 SB on/off	0.848	0.848	NC	0.848	NC
14. I-5 NB on/Rincon & Sheldon	0.575	0.575	NC	0.575	NC
15. Laurel Canyon & I-5 SB on/off	0.656	0.686	.030	0.679	.023
16. Laurel Canyon & I-5 NB off	0.500	0.500	NC	0.500	NC
17. I-5 NB on/off & Osborne	0.704	0.704	NC	0.704	NC
18. I-5 SB on/off & Osborne	0.932	0.932	NC	0.932	NC
19. Laurel Canyon & Sheldon	0.765	0.812	.047	0.801	.036
⁽¹⁾ Significant Impact based on SCAQMD					
Level of service ranges: .0060 A					
.6170 B					
.7180 C					
.8190 D					
.91 – 1.00 E					
Above 1.00 F					

 Table 3-1

 ICU SUMMARY – EXISTING PLUS PROJECT CONDITIONS

Chapter 4.0 MITIGATION MEASURES

This chapter addresses the capacity deficiencies identified in the project impact analysis presented in the previous chapter.

Project construction traffic does have an impact considered significant by SCAQMD guidelines on the forecast PM peak hour level of service at one study area location (San Fernando and Sheldon) and is therefore subject to mitigation.

Recommended mitigation during the construction phase of the project is the requirement for a rideshare program to achieve a target threshold vehicle occupancy of 1.3 persons per vehicle.

No mitigation measures are needed for the small increase in truck traffic to and from the generating station related to the transportation of aqueous ammonia and materials required for reducing Nitrogen (NO_X) emissions.

Adequate off-street parking inside the generating station will be provided to accommodate the peak construction and operating labor force after completion of the project.

The entry point to the generating station for construction, commuter and delivery vehicles minimizes impacts on traffic and circulation patterns on the street system near the generating station, and maintains access for pedestrians, bicyclists, and motor vehicle traffic.

Truck operations will disperse deliveries throughout the off-peak hours to minimize peak hour traffic impacts.

If required, truck operations for the delivery of over-size equipment and materials will be conducted to the maximum extent possible during off-peak hours to minimize traffic impacts.

APPENDIX A

INTERSECTION CAPACITY UTILIZATION

Intersection: Glenoaks Blvd & Sheldon St AM Count Date: 4/25/01 PM Count Date: 4/24/01 AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+-----

+				No. of		AM Peak	Hour	PM Peak
Hour	I		Movement					
V/C		· I			1 1			
			NB Left	1	1600	77	.048*	76
.048		I	NB Thru	3	4800	357	.081	650
.137*				0	0	33		7
			2					
			SB Left	1	1600	58	.036	42
.026*			SB Thru	3	4800	742	.194*	350
.086		Ι	SB Right	0	0	190		63
		I						
			EB Left	1	1600	197	.123*	249
.156*		I	EB Thru	2	3200	173	.083	372
.132	I	I	EB Right	0	0	91		51
		I						
			WB Left	1	1600	44	.028	36
.023			WB Thru	2	3200	397	.152*	94
.044*			WB Right	0	0	89		47
		+						
- T								

.363	Sum of Critical V/C Ratios (*)	.517
.100	Adjustment for Lost Time	.100
.463	INTERSECTION CAPACITY UTILIZATION	.617
А	Level of Service	В

	LOS	Maximum
ICU		
	A	
.60		
.70	В	
.80	С	
.90	D	
	E	
1.00	F	
n/a		

Intersection: Glenoaks Blvd & Sheldon St AM Count Date: Exist+Prj PM Count Date: Exist+Prj AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+-----

+		I		No. of		AM Peak	Hour	PM Peak
Hour		I	Movement				V/C	Volume
V/C	I				1 1			
I			NB Left	1	1600	77	.048*	76
.048		'	NB Thru		4800			
.137*	I			0	0	33	.001	7
I		1	NB KIGHU	0	0	55		1
I		I						
.026*		I	SB Left		1600	58		42
.086		Ι	SB Thru	3	4800	742	.194*	350
I		Ι	SB Right	0	0	190		63
		Ι						
.156*	I	Ι	EB Left	1	1600	197	.123*	249
		Ι	EB Thru	2	3200	173	.083	444
.173	I	Ι	EB Right	0	0	91		111
I		Ι						
I		Ι	WB Left	1	1600	44	.028	36
.023		Ι	WB Thru	2	3200	397	.152*	94
.044*		I	WB Right	0	0	89		47
I								
I		' +						
+								

SOCTIIP EIS/SEIR <u>Traffic and Circulatio</u>	n Technical Report		Description of A	Alternatives
.363	Sum of Critical V/C	Ratios (*)	.517	
.100	Adjustment for Lost	Time	.100	
INTERSECTION CAPAC	CITY UTILIZATION	.617	.463	
A	Level of Service		В	
ICU			LOS	Maximum
.60			A	
.70			В	
.80			С	
.90			D	
1.00			E	
n/a			F	

Intersection: Glenoaks Blvd & Sheldon St

AM Count Date: Exist+Prj w/Mit

PM Count Date: Exist+Prj w/Mit

AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P

+-----

Analyst: TDS

105

Agency: Los Angeles

+		I		No. of		AM Peak	Hour	PM Peak
Hour		I	Movement				V/C	Volume
V/C		· 1			1 1			
Ι		1	NB Left	1	1600	77	.048*	76
.048			NB Thru		4800		.081	
.137*	I		NB Right		0004	33	.001	7
I			NB KIGHU	0	0	55		1
I		I						
.026*		I	SB Left		1600	58	.036	
.086	1	I	SB Thru	3	4800	742	.194*	350
I		Ι	SB Right	0	0	190		63
		I						
.156*	I	Ι	EB Left	1	1600	197	.123*	249
		Ι	EB Thru	2	3200	173	.083	427
.164		I	EB Right	0	0	91		97
I		Ι						
Ι		Ι	WB Left	1	1600	44	.028	36
.023		I	WB Thru	2	3200	397	.152*	94
.044*		I	WB Right	0	0	89		47
Ι			2					
I		' +						
+								

.363	Sum of Critical V/C Ratios (*)	.517
.100	Adjustment for Lost Time	.100
.463	INTERSECTION CAPACITY UTILIZATION	.617
A	Level of Service	В
А		

ICU	LOS	Maximum
100		
	А	
.60	В	
.70	С	
.80	D	
.90	E	
1.00	F	
n/a	L	

Intersection: Glenoaks Blvd & Tuxford St AM Count Date: 4/30/01 PM Count Date: 4/26/01 AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:45P-5:45P Analyst: TDS Agency: Los Angeles

+-----

+				No. of		AM Peak	Hour	PM Peak
Hour	I		Movement					
V/C		· I			1 1			
			NB Left	1	1600	98	.061*	110
.069	I		NB Thru		3200		.161	
.213*	I	I		0	0	64		44
			2					
			SB Left	1	1600	123	.077	148
.093*	I		SB Thru		3200	540	.197*	521
.199	I		SB Right	0	0	89		116
		Ι						
			EB Left	1	1600	125	.078*	123
.077	I	I	EB Thru	2	3200	394	.143	595
.225*	I	I	EB Right	0	0	62		126
		I						
			WB Left	1	1600	83	.052	24
.015*		I	WB Thru	2	3200	645	.234*	389
.157		I	WB Right	0	0	104		112
		+						
+								

.546	Sum of Critical V/C Ratios (*)	.570	
.100	Adjustment for Lost Time	.100	
.646	INTERSECTION CAPACITY UTILIZATION	.670	
В	Level of Service	В	
ICU		LOS	Maximum
		А	
.60		B	

.60	
.70	В
	С
.80	D
.90	
1.00	E
	F
n/a	

Intersection: Glenoaks Blvd & Tuxford St AM Count Date: Exist+Prj PM Count Date: Exist+Prj AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:45P-5:45P Analyst: TDS Agency: Los Angeles

+-----

+				No. of		AM Peak	Hour	PM Peak
Hour			Movement					
V/C				Laneb	capacity	VOLUME	v / C	VOLUME
		1	NB Left	1	1600	98	.061*	110
.069								
.213*			NB Thru			450	.161	
I		I	NB Right	0	0	64		44
		Ι						
.093*	I	Ι	SB Left	1	1600	123	.077	148
.218	1	Ι	SB Thru	2	3200	540	.197*	521
.210	I	Ι	SB Right	0	0	89		176
		Ι						
		Ι	EB Left	1	1600	125	.078*	123
.077		Ι	EB Thru	2	3200	394	.143	595
.225*		Ι	EB Right	0	0	62		126
015+		Ι	WB Left	1	1600	83	.052	24
.015*		I	WB Thru	2	3200	645	.234*	389
.157		I	WB Right	0	0	104		112
		I						
I		+						
+								

.546	Sum of Critical V/C Ratios (*)	.570	
.100	Adjustment for Lost Time	.100	
.646	INTERSECTION CAPACITY UTILIZATION	.670	
В	Level of Service	В	
ICU		LOS	Maximum
.60		В	
70			

.70		
.80	С	
.00	D	
.90	E	
1.00	E.	
	F	
n/a		

Intersection: Glenoaks Blvd & Tuxford St

AM Count Date: Exist+Prj w/Mit

PM Count Date: Exist+Prj w/Mit

AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:45P-5:45P

+-----

Analyst: TDS

Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour		I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C							., -	
I				1	1 6 0 0	0.0	0.61.4	110
.069	I	I	NB Left		1600	98	.061*	
.213*	l I	I	NB Thru	2	3200	450	.161	637
I	·	I	NB Right	0	0	64		44
		Ι						
		I	SB Left	1	1600	123	.077	148
.093*		Ι	SB Thru	2	3200	540	.197*	521
.213	I	Ι	SB Right	0	0	89		162
I		Ι						
I		I	EB Left	1	1600	125	.078*	123
.077			EB Thru	2	3200	394	.143	595
.225*		Ι	EB Right	0	0	62		126
I		Ι						
			WB Left	1	1600	83	.052	24
.015*		Ι	WB Thru	2	3200	645	.234*	389
.157	I	I	WB Right	0	0	104		112
I								
I								
+		+						

.546	Sum of Critical V/C Ratios (*)	.570	
.100	Adjustment for Lost Time	.100	
.646	INTERSECTION CAPACITY UTILIZATION	.670	
В	Level of Service	В	
ICU		LOS	Maximum
		7	
.60		A	
70		В	

.70		
.80	С	
	D	
.90	E	
1.00	F	
n/a	F	

Intersection: Sunland Blvd & (Glenoaks Blvd
AM Count Date: 4/25/01	
PM Count Date: 4/25/01	
AM Peak Hour: 7:30A-8:30A	PM Peak Hour: 5:00P-6:00P
Analyst: TDS	Agency: Los Angeles

	+					
+		No. of		AM Pea	k Hour	PM Peak
Hour	Movement	Lanes	Capacity	Volume	W/C	Volume
V/C I	Hovement	цапез	capacity	VOLUME	v / C	VOLUME
.052	NB Left	1	1600	120	.075	83
.186*	NB Thru	2	3200	464	.145*	575
.100^	NB Right	0	0	0		19
	I					
I	SB Left	1	1600	589	.368*	283
.177*						
.158	SB Thru		3200	890	.280	484
I	SB Right	0	0	5		22
	I					
	EB Left	1	1600	17	.011	36
.023*	EB Thru	2	3200	552	.215*	370
.123	EB Right	0	0	136		22
I		Ũ	U U	100		
I	I					
.021	WB Left	1	1600	10	.006*	34
.211*	WB Thru	2	3200	350	.179	388
• ∠ ⊥ ⊥ ΄΄ Ι	WB Right	0	0	222		287
	I					
I	+					
	-					

----+

.597	Sum of Critical V/C Ratios (*)	.734	
.100	Adjustment for Lost Time	.100	
.697	INTERSECTION CAPACITY UTILIZATION	.834	
В	Level of Service	D	
ICU		LOS	Maximum

ICU	
	А
. 60	
.70	В
.80	C
.90	D
1.00	E
n/a	F
11/ a	

Intersection: Sunland Blvd & Glenoaks Blvd AM Count Date: Exist+Prj PM Count Date: Exist+Prj AM Peak Hour: 7:30A-8:30A PM Peak Hour: 5:00P-6:00P Analyst: TDS Agency: Los Angeles

+		No. of		AM Peak	Hour	PM Peak
Hour	Movement					
V/C	, Movement	Lalles	Capacity	VOLUME	V/C	VOLUME
I						
.052	NB Left	1	1600	120	.075	83
.186*	NB Thru	2	3200	464	.145*	575
	NB Right	0	0	0		19
	I					
	SB Left	1	1600	589	.368*	283
.177*	SB Thru	2	3200	890	.280	484
.158	SB Right	0	0	5		22
	-					
	EB Left	1	1600	17	.011	36
.023*						
.123	EB Thru		3200	552	.215*	
	EB Right	0	0	136		22
	I					
	WB Left	1	1600	10	.006*	34
.021	WB Thru	2	3200	350	.179	388
.211*	WB Right	0	0	222		287
+	+					

.597	Sum of Critical V/C Ratios (*)	.734	
.100	Adjustment for Lost Time	.100	
.697	INTERSECTION CAPACITY UTILIZATION	.834	
В	Level of Service	D	
ICU		LOS	Maximum

ICU	
	А
.60	В
.70	С
.80	D
.90	E
1.00	F
n/a	

Intersection: Sunland Blvd & Glenoaks Blvd

AM Count Date: Exist+Prj w/Mit

PM Count Date: Exist+Prj w/Mit

AM Peak Hour: 7:30A-8:30A PM Peak Hour: 5:00P-6:00P Agency: Los Angeles

Analyst: TDS

		+						
+		I		No. of		AM Peak	Hour	PM Peak
our		I	Movement	Lanes	Capacity	Volume	V/C	Volume
/C	I			Laneb	Supusiey	VOLUMO	.,	VOLUME
		I						
)52	I	I	NB Left	1	1600	120	.075	83
186*		I	NB Thru	2	3200	464	.145*	575
_ 0 0 **	I	I	NB Right	0	0	0		19
		I						
		I	SB Left	1	1600	589	.368*	283
.77*			SB Thru	2	3200	890	.280	484
158		I					.280	
		I	SB Right	0	0	5		22
		Ι						
		I	EB Left	1	1600	17	.011	36
)23*		Ι	EB Thru	2	3200	552	.215*	370
L23		I	EB Right	0	0	136		22
		I						
)21	I	I	WB Left	1	1600	10	.006*	34
211*		Ι	WB Thru	2	3200	350	.179	388
. + †	1	I	WB Right	0	0	222		287
		I						

----+

.597	Sum of Critical V/C Ratios (*)	.734	
.100	Adjustment for Lost Time	.100	
.697	INTERSECTION CAPACITY UTILIZATION	.834	
В	Level of Service	D	
ICU		LOS	Maximum

ICU	
	А
.60	В
.70	C
.80	C
.90	D
	E
1.00	F
n/a	L
n/a	

Intersection: San Fernando & Osborne St AM Count Date: 4/24/01 PM Count Date: 4/25/01 AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:45P-5:45P Analyst: TDS Agency: Los Angeles

+	l		No. of		AM Peak	Hour	PM Peak
Hour		Movement					
V/C	I I	110 v emerre	Lanes	cupucity	VOLUME	V / C	VOLUME
	1	NB Left	1	1600	46	.029	91
.057							
.324*		NB Thru			414	.159*	
I		NB Right	0	0	94		164
.089*		SB Left	1	1600	229	.143*	143
.163		SB Thru	2	3200	721	.240	420
	I	SB Right	0	0	48		103
	I						
	I	EB Left	1	1600	107	.067*	65
.041*	I	EB Thru	2	3200	612	.208	552
.180	I	EB Right	0	0	52		25
	I	WB Left	1	1600	163	.102	68
.043		WB Thru		3200		.279*	617
.245*	·		0	0	89		168
	1	WD RIGHL	0	U	09		TOO
	I						
+	+						

.699	Sum of Critical V/C	Ratios (*)	.648
.100	Adjustment for Lost	Time	.100
INTERSECTION CAPAC	CITY UTILIZATION	.748	.799
С	Level of Service		С

	LOS	Maximum
ICU		
	А	
.60	В	
.70	С	
.80		
.90	D	
1.00	E	
	F	
n/a		

Intersection: San Fernando & Osborne St
AM Count Date: Exist+Prj
PM Count Date: Exist+Prj
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:45P-5:45P
Analyst: TDS Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour	' N	lovement		Capacity			
V/C		10 veniente	Папез	capacity	VOLUME	V/C	VOLUME
I			1	1.000	1.0	0.0.0	0.4.1
.151		NB Left		1600		.029	241
.324*		NB Thru		0200	414	.159*	873
I	1	NB Right	0	0	94		164
.089*	5	SB Left	1	1600	229	.143*	143
.163	5	SB Thru	2	3200	721	.240	420
	5	SB Right	0	0	48		103
	E	EB Left	1	1600	107	.067*	65
.041*	E	EB Thru	2	3200	612	.208	552
.180	E	EB Right	0	0	52		25
I	1	VB Left	1	1600	163	.102	68
.043		VB Thru		3200	805	.279*	
.245*			0	0	89		168
	ı v	INTAILC	U	0	0.5		100
+	+						

.699	Sum of Critical V/C	Ratios (*)	.648
.100	Adjustment for Lost	Time	.100
INTERSECTION CAPAC	CITY UTILIZATION	.748	.799
С	Level of Service		С

ICU	LOS	Maximum
60	A	
.60	В	
.70	С	
.80	D	
.90	E	
1.00	F	
n/a	Ľ	

Intersection: San Fernando & Osborne St
AM Count Date: Exist+Prj w/Mit
PM Count Date: Exist+Prj w/Mit
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:45P-5:45P
Analyst: TDS Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour	I N	lowomont		Capacity			
V/C I	M	lovement	Lalles	Capacity	vorume	V/C	vorume
I	I						
.129	N	IB Left	1	1600	46	.029	207
.324*	N	IB Thru	2	3200	414	.159*	873
	N	IB Right	0	0	94		164
1	I						
I	5	B Left	1	1600	229	.143*	143
.089*	1 5	B Thru	2	3200	721	.240	420
.163		B Right	0	0	48		103
I		D RIGHC	0	0	40		105
1	I						
.041*	E	lB Left	1	1600	107	.067*	65
.180	E	B Thru	2	3200	612	.208	552
	E	B Right	0	0	52		25
I	I						
I	14	IB Left	1	1600	163	.102	68
.043		IB Thru		3200	80.5	.279*	617
.245*				0	89	• = / 5	168
I		IB Right	U	U	89		7 0 Q
I	Ι						
+	+						

.699	Sum of Critical V/C Ratios (*)	.648
.100	Adjustment for Lost Time	.100
.799	INTERSECTION CAPACITY UTILIZATION	.748
С	Level of Service	С

	LOS	Maximum
ICU		
.60	A	
	В	
.70	С	
.80	D	
.90	D	
1.00	E	
	F	
n/a		

Intersection: San Fernando & Sheldon St AM Count Date: 4/25/01 PM Count Date: 4/25/01 AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+	· I		No. of		AM Peak	Hour	PM Peak
Hour		Movement					
V/C I		Movement	Lalles	Capacity	VOLUIIIe	V/C	VOLUME
I	I						
.070	I	NB Left	1	1600	58	.036	112
.319*	Ι	NB Thru	2	3200	435	.189*	866
	Ι	NB Right	0	0	169		155
	I						
	I	SB Left	1	1600	134	.084*	88
.055*	Ι	SB Thru	2	3200	644	.223	610
.224	I	SB Right	0	0	68		108
I							
I			1	1 6 0 0	100	0.64	100
.114	I	EB Left		1600		.064	
.227*	I	EB Thru	2	3200	501	.166*	683
	Ι	EB Right	0	0	31		45
	Ι						
	I	WB Left	1	1600	144	.090*	159
.099*	I	WB Thru	2	3200	570	.191	576
.206	I	WB Right	0	0	41		84
I							
I							
+	+						

.700	Sum of Critical V/C Ratios (*)	.529	
.100	Adjustment for Lost Time	.100	
.800	INTERSECTION CAPACITY UTILIZATION	.629	
С	Level of Service	В	
		LOS	Maximum

ICU	LOS	Maxımum
	А	
.60	В	
.70	С	
.80		
.90	D	
1.00	Ε	
	F	
n/a		

Intersection: San Fernando & Sheldon St AM Count Date: Exist+Prj PM Count Date: Exist+Prj AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour	I	Movement		Capacity			Volume
V/C I				1 1			
	'	NB Left	1	1600	58	.036	112
.070	'	NB Thru	2	3200	435		866
.319*	I		0	0	169	.109	155
I		ND RIGHT	0	0	109		100
I			1	1.000	1 0 4		0.0
.055*		SB Left		1600	134		88
.224		SB Thru	2	3200	644	.223	610
I		SB Right	0	0	68		108
I							
.114*	I	EB Left	1	1600	103	.064	182
.227		EB Thru	2	3200	501	.166*	683
	I	EB Right	0	0	31		45
.137	I	WB Left	1	1600	144	.090*	219
.334*		WB Thru	2	3200	570	.191	834
	I	WB Right	0	0	41		234
	I						
	+						
+							

В

С

D

Ε

F

.822	Sum of Critical V/C Ratios (*)	.529	
.100	Adjustment for Lost Time	.100	
.922	INTERSECTION CAPACITY UTILIZATION	.629	
E	Level of Service	В	
ICU		LOS	Maximum
		A	
.60			

.70

.80

.90

1.00

n/a

Intersection: San Fernando & Sheldon St

AM Count Date: Exist+Prj w/Mit

PM Count Date: Exist+Prj w/Mit

AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P

+-----

Analyst: TDS

Agency: Los Angeles

+	Ι		No. of		AM Peak	Hour	PM Peak
Hour	I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C	1	110 0 0110110	201100	capacitoj	1010	,, 0	
I	1		1	1.000	50	0.2.6	110
.070	I	NB Left		1600	58		112
.319*	I	NB Thru		3200	435	.189*	866
I	I	NB Right	0	0	169		155
	Ι						
.055*	Ι	SB Left	1	1600	134	.084*	88
	I	SB Thru	2	3200	644	.223	610
.224	I	SB Right	0	0	68		108
	I						
	Ι	EB Left	1	1600	103	.064	182
.114*	I	EB Thru	2	3200	501		
.227	' I	EB Right	0	0	31	• = • •	45
I	1	ED RIGHT	0	0	51		40
I	Ι						
.128	I	WB Left		1600			
.305*	I	WB Thru	2	3200	570	.191	775
	Ι	WB Right	0	0	41		200
1	Ι						
I	+						
+							

SOCTIIP EIS/SEIR <u>Traffic and Circulat</u>	ion Technical Report		Description of	of Alternatives
.793	Sum of Critical V/C	Ratios (*)	.529	
.100	Adjustment for Lost	Time	.100	
INTERSECTION CAP.	ACITY UTILIZATION	.629	.893	
D	Level of Service		В	
ICU			LOS	Maximum
.60			A	
.70			В	
.80			С	
.90			D	
1.00			E	
n/a			F	

Intersection: Arleta Ave & Sheldon St AM Count Date: 4/24/01 PM Count Date: 4/25/01 AM Peak Hour: 7:30A-8:30A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+	, I		No. of		AM Peak	Hour	PM Peak
Hour		Movement					
V/C I	1	MOVEMENT	Lalles	Capacity	vorume	V/C	VOLUME
	I	_	_				
.008	I	NB Left		1600	9	.006*	12
.268*		NB Thru	2	3200	112	.040	760
	I	NB Right	0	0	17		97
	I						
.057*	I	SB Left	1	1600	97	.061	91
	I	SB Thru	2	3200	367	.178*	302
.119	I	SB Right	0	0	204		78
	I						
	I	EB Left	1	1600	75	.047*	340
.213*	I	EB Thru	2	3200	277	.091	628
.198	I	EB Right		0	15		7
	, I		-	-			
	1	ND Ioft	1	1600	51	.032	43
.027		WB Left					
.116*	I	WB Thru	2	3200		.159*	372
	I	WB Right	f		247		607
	I						
· +	+						

.654	Sum of Critical V/C Ratios (*)	.390	
.100	Adjustment for Lost Time	.100	
.754	INTERSECTION CAPACITY UTILIZATION	.490	
С	Level of Service	A	
ICU		LOS	Maximum

.60	A
	В
.70	С
.80	D
.90	
1.00	E
n/a	F

Intersection: Arleta Ave & Sheldon St
AM Count Date: Exist+Prj
PM Count Date: Exist+Prj
AM Peak Hour: 7:30A-8:30A PM Peak Hour: 4:30P-5:30P
Analyst: TDS Agency: Los Angeles

Hour I Movement Lanes Capacity Volume V/C Volume V/C I I NB Left 1 1600 9 .006* 12 .008 I I NB Thru 2 3200 112 .040 760 .268* I I NB Thru 2 3200 112 .040 760 .268* I I NB Right 0 0 17 97 I I SB Left 1 1600 97 .061 91 .057* I I SB Thru 2 3200 367 .178* 302 .119 I SB Right 0 0 204 78 I I EB Thru 2 3200 277 .091 628 .198 I EB Right 0 0 15 7 I I BR Right 1 1600 51 .032 43 .027 I I WB Thru 2	+			No. of		AM Peak	Hour	PM Peak
V/C NB Left 1 1600 9 .006* 12 .008 .268* NB Thru 2 3200 112 .040 760 .268* NB Right 0 0 17 97 SB Left 1 1600 97 .061 91 .057* SB Thru 2 3200 367 .178* 302 .119 SB Right 0 0 204 78 EB Left 1 1600 75 .047* 340 .213* EB Thru 2 3200 277 .091 628 EB Right 0 0 15 7 EB Right 1 1600 51 .032 43 .027 WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390	Hour		Movement					
.008 NB Left 1 1600 9 .006* 12 .268* NB Thru 2 3200 112 .040 760 .268* NB Right 0 0 17 97 NB Right 0 0 17 97 I SB Left 1 1600 97 .061 91 .057* I SB Thru 2 3200 367 .178* 302 .119 SB Right 0 0 204 78 EB Left 1 1600 75 .047* 340 .213* EB Thru 2 3200 277 .091 628 .198 EB Right 0 0 15 7 WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .	V/C	I I	110 v emerre	Lanes	cupucity	VOLUME	v / C	VOLUME
.008 I I NB Thru 2 3200 112 .040 760 .268* I I NB Right 0 0 17 97 I I NB Right 0 0 17 97 I I SB Left 1 1600 97 .061 91 .057* I I SB Thru 2 3200 367 .178* 302 .119 I SB Right 0 0 204 78 I EB Left 1 1600 75 .047* 340 .213* I EB Thru 2 3200 277 .091 628 .198 I EB Right 0 0 15 7 I EB Right 1 1600 51 .032 43 .027 I I WB Thru 2 3200 508 .159* 390 .122* I I I 1600 51 .032 43 .027 </td <td>I</td> <td></td> <td></td> <td>1</td> <td>1 6 0 0</td> <td>0</td> <td></td> <td>1.0</td>	I			1	1 6 0 0	0		1.0
.268* NB Right 0 0 17 97 NB Right 0 0 17 97 SB Left 1 1600 97 .061 91 .057* SB Thru 2 3200 367 .178* 302 .119 SB Right 0 0 204 78 SB Right 0 0 204 78 EB Left 1 1600 75 .047* 340 .213* EB Thru 2 3200 277 .091 628 .198 EB Right 0 0 15 7 WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .122*	.008	I						
I SB Left 1 1600 97 .061 91 .057* I SB Thru 2 3200 367 .178* 302 .119 I SB Right 0 0 204 78 I SB Right 0 0 204 78 I EB Left 1 1600 75 .047* 340 .213* I EB Thru 2 3200 277 .091 628 .198 I EB Right 0 0 15 7 I WB Left 1 1600 51 .032 43 .027 I WB Thru 2 3200 508 .159* 390 .122* I 3200 508 .159* 390	.268*		NB Thru	2	3200		.040	
I SB Left 1 1600 97 .061 91 .057* I SB Thru 2 3200 367 .178* 302 .119 I SB Right 0 0 204 78 I SB Right 0 0 204 78 I I EB Left 1 1600 75 .047* 340 .213* I EB Thru 2 3200 277 .091 628 .198 I EB Right 0 0 15 7 I I BR Left 1 1600 51 .032 43 .027 I I WB Thru 2 3200 508 .159* 390 .122* I I I 1600 51 .032 43	I		NB Right	0	0	17		97
I SB Left 1 1600 97 .061 91 .057* I SB Thru 2 3200 367 .178* 302 .119 I SB Right 0 0 204 78 I SB Right 0 0 204 78 I I EB Left 1 1600 75 .047* 340 .213* I EB Thru 2 3200 277 .091 628 .198 I EB Right 0 0 15 7 I I B Right 0 0 15 7 I I WB Left 1 1600 51 .032 43 .027 I I WB Thru 2 3200 508 .159* 390 .122* I I I 1600 51 .051 .051 .051		I						
.119 SB Thru 2 3200 367 .178* 302 .119 SB Right 0 0 204 78 EB Left 1 1600 75 .047* 340 .213* EB Thru 2 3200 277 .091 628 .198 EB Right 0 0 15 7 WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .122*		I	SB Left	1	1600	97	.061	91
SB Right 0 0 204 78 EB Left 1 1600 75 .047* 340 .213* EB Thru 2 3200 277 .091 628 .198 EB Right 0 0 15 7 EB Right 0 0 15 7 WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .122*		I	SB Thru	2	3200	367	.178*	302
I EB Left 1 1600 75 .047* 340 .213* I EB Thru 2 3200 277 .091 628 .198 I EB Right 0 0 15 7 I EB Right 0 0 15 7 I I B Left 1 1600 51 .032 43 .027 I I WB Thru 2 3200 508 .159* 390 .122* I I I I I I 1		I	SB Right	0	0	204		78
.213* EB Thru 2 3200 277 .091 628 .198 EB Right 0 0 15 7 WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .122*		I						
.198 EB Thru 2 3200 277 .091 628 .198 EB Right 0 0 15 7 EB Right 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .122*		I	EB Left	1	1600	75	.047*	340
.198 EB Right 0 0 15 7 WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .122*	.213*	I	EB Thru	2	3200	277	.091	628
WB Left 1 1600 51 .032 43 .027 WB Thru 2 3200 508 .159* 390 .122*	.198							
.027 WB Left 1 1600 51 .032 43 WB Thru 2 3200 508 .159* 390 .122*		1	LD KIGHC	0	0	10		,
.027 WB Thru 2 3200 508 .159* 390 .122*	I				1.000	- 1		
.122*	.027							
WB Right f 247 739 	.122*				3200	508	.159*	
 	I		WB Right	f		247		739
' +		I						
	'	+						

С

D

Ε

F

.660	Sum of Critical V/C Ratios (*)	.390	
.100	Adjustment for Lost Time	.100	
.760	INTERSECTION CAPACITY UTILIZATION	.490	
С	Level of Service	A	
ICU		LOS	Maximum
		A	
.60		В	

.70

.80

.90

1.00

n/a

Intersection: Arleta Ave & Sheldon St
AM Count Date: Exist+Prj w/Mit
PM Count Date: Exist+Prj w/Mit
AM Peak Hour: 7:30A-8:30A PM Peak Hour: 4:30P-5:30P
Analyst: TDS Agency: Los Angeles

+			No of		AM Peak	Hour	PM Peak
Hour	, T	Movement					
V/C I	1	Movement	Lalles	Capacity	VOLUME	V/C	vorune
I	1		1	1 (0 0	0	000+	12
.008		NB Left		1600	9	.006*	
.268*	Ι	NB Thru	2	3200	112	.040	760
I	I	NB Right	0	0	17		97
I	Ι						
.057*	Ι	SB Left	1	1600	97	.061	91
.119	Ι	SB Thru	2	3200	367	.178*	302
	I	SB Right	0	0	204		78
	Ι						
	Ι	EB Left	1	1600	75	.047*	340
.213*	I	EB Thru	2	3200	277	.091	628
.198	Ι	EB Right	0	0	15		7
	I						
I	Ι	WB Left	1	1600	51	.032	43
.027	Ι	WB Thru	2	3200	508	.159*	386
.121*	I		f		247		709
I		5 0	_				
I							
+							

.659	Sum of Critical V/C Ratios (*)	.390	
.100	Adjustment for Lost Time	.100	
.759	INTERSECTION CAPACITY UTILIZATION	.490	
С	Level of Service	А	
ICU		LOS	Maximum
		A	

.60	
.70	В
	С
.80	D
.90	D
1.00	E
1.00	F
n/a	

Intersection:	Coldwater Cyn &	Roscoe
AM Count Date:	4/25/01	
PM Count Date:	4/24/01	
AM Peak Hour:	7:15A-8:15A	PM Peak Hour: 4:30P-5:30E
Analyst: TDS		Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour		I	Movement					
V/C		1	110 1 0110110	201100	capacity	1020110	., .	1010
I		1		1	1 6 0 0	105	004+	2.4.0
.156			NB Left		1600	135	.084*	
.325*			NB Thru		3200	370	.219	735
1			NB Right	0	0	331		304
0.0.6.*	I		SB Left	1	1600	12	.008	41
.026*		I	SB Thru	2	3200	641	.268*	359
.153		I	SB Right	0	0	217		130
Ι								
I		I	EB Left	1	1600	133	.083	410
.256			EB Thru				.349*	
.404*							. 549	
I			EB Right	0	0	169		130
I								
.251*			WB Left	1	1600	317	.198*	401
.376	' 	I	WB Thru	3	4800	1430	.304	1725
	I	I	WB Right	0	0	28		80
Ι		I						
I		+						
+								

SOCTIIP EIS/SEIR Traffic and Circulatio	Description of	Alternatives		
1.006	Sum of Critical V/C	Ratios (*)	.899	
.100	Adjustment for Lost	Time	.100	
INTERSECTION CAPAC	CITY UTILIZATION	.999	1.106	
F	Level of Service		E	
ICU			LOS	Maximum
.60			A	
.70			В	
.80			С	
.90			D	
1.00			E	
n/a			F	

Intersection:	Coldwater Cyn &	Roscoe	
AM Count Date:	Exist+Prj		
PM Count Date:	Exist+Prj		
AM Peak Hour:	7:15A-8:15A	PM Peak	Hour: 4:30P-5:30P
Analyst: TDS		Agency:	Los Angeles

+	-			No. of		AM Peak	Hour	PM Peak
Hour	I		Movement					
V/C			MOVEMENT	Lalles	Capacity	VOLUME	v/c	VOLUME
I		1	_	_				
.156	I	I	NB Left		1600	135	.084*	
.325*	I	I	NB Thru	2	3200	370	.219	735
I		Ι	NB Right	0	0	331		304
·		Ι						
.026*	I	Ι	SB Left	1	1600	12	.008	41
		Ι	SB Thru	2	3200	641	.268*	359
.153	I	Ι	SB Right	0	0	217		130
		Ι						
I		Ι	EB Left	1	1600	133	.083	410
.256	I	I	EB Thru	3	4800	1508	.349*	1807
.404*	I	·	EB Right		0	169		130
I			LD REGIL	Ũ	0	109		100
T				1	1.000		1001	101
.251*	I	I	WB Left			317		
.376	I	Ι	WB Thru	3	4800		.304	
I		Ι	WB Right	0	0	28		80
		Ι						
+		+						
· - T								

SOCTIIP EIS/SEIR Traffic and Circulatio	Description o	f Alternatives		
1.006	Sum of Critical V/C	Ratios (*)	.899	
.100	Adjustment for Lost	Time	.100	
INTERSECTION CAPAC	CITY UTILIZATION	.999	1.106	
F	Level of Service		E	
ICU			LOS	Maximum
.60			A	
.70			В	
.80			С	
.90			D	
1.00			E	
n/a			F	

Intersection:	Coldwater Cyn &	Roscoe		
AM Count Date:	Exist+Prj w/Mit			
PM Count Date:	Exist+Prj w/Mit			
AM Peak Hour:	7:15A-8:15A	PM Peak	Hour:	4:30P-5:30P
Analyst: TDS		Agency:	Los Ar	ngeles

+	+		No. of		AM Peal	K Hour	PM Peak
Hour							
V/C I	I	Movement	Lanes	Capacity	Volume	V/C	Volume
		NB Left	1	1600	135	.084*	249
.156		NB Thru	2	3200	370	.219	735
.325*	I	NB Right	0	0	331		304
I		5					
I	I						
.026*		SB Left	1	1600	12	.008	41
.153	I	SB Thru	2	3200	641	.268*	359
		SB Right	0	0	217		130
I	I	EB Left	1	1600	133	.083	410
.256							
.404*		EB Thru		4800		.349*	
I		EB Right	0	0	169		130
		WB Left	1	1600	317	.198*	401
.251*	I	WB Thru	3	4800	1430	.304	1725
.376		WB Right			28		80
I	I	WB KIYIIL	U	U	20		00
I							
+	+						
1							

В

С

D

Ε

F

1.006	Sum of Critical V/C Ratios (*)	.899	
.100	Adjustment for Lost Time	.100	
1.106	INTERSECTION CAPACITY UTILIZATION	.999	
F	Level of Service	E	
ICU		LOS	Maximum
		 А	
.60		A	

.70

.80

.90

1.00

n/a

Intersection: SR-170 NB ramp & Roscoe AM Count Date: 4/25/01 PM Count Date: 4/24/01 AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+		, I		No. of		AM Peak	Hour	PM Peak
Hour			Morromont					
V/C	1		Movement	Lanes	Capacity	volume	V/C	Volume
I								
I			NB Left	0	0	0		0
1			NB Thru	0	0	0		0
I		I	NB Right	1	1600	380	.238	1054
.659								
			SB Left	0	0	0		0
		I	SB Thru	0	0	0		0
1		I	SB Right	f		775		1689
		I						
		I	EB Left	0	0	0		0
.431*	I	I	EB Thru	2	3200	917	.287*	1379
.431^		I	EB Right	f		152		148
1		I						
.064*	I	I	WB Left	1	1600	192	.120*	102
	·	I	WB Thru	2	3200	1140	.356	1550
.484		I	WB Right	0	0	0		0
I								
 .611*	I	I	Right Turn	Adjustme	ent	NBR	.148*	NBR

+-		
+		
1.106	Sum of Critical V/C Ratios (*)	.555
.100	Adjustment for Lost Time	.100
1.206	INTERSECTION CAPACITY UTILIZATION	.655
F	Level of Service	В

	LOS	Maximum
ICU		
	А	
. 60	В	
.70	С	
.80	D	
.90	E	
1.00	F	
n/a		

Intersection: SR-170 NB ramp & Roscoe AM Count Date: Exist+Prj PM Count Date: Exist+Prj AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+	-	, T		No. of		AM Peak	Hour	PM Peak
Hour	I		Marramant					
V/C		I	Movement	Lanes	Capacity	volume	V/C	Volume
I		I						
I		Ι	NB Left	0	0	0		0
1		Ι	NB Thru	0	0	0		0
		Ι	NB Right	1	1600	380	.238	1054
.659		Ι						
			SB Left	0	0	0		0
		Ι	SB Thru	0	0	0		0
		Ι	SB Right	f		775		1689
		Ι						
		Ι	EB Left	0	0	0		0
.431*	I	Ι	EB Thru	2	3200	917	.287*	1379
.431^	I	Ι	EB Right	f		152		148
		Ι						
.064*	I	Ι	WB Left	1	1600	192	.120*	102
		Ι	WB Thru	2	3200	1140	.356	1550
.484	I	Ι	WB Right	0	0	0		0
1		I						
.611*	I	I	Right Turn	Adjustme	ent	NBR	.148*	NBR

+-		
+		
1.106	Sum of Critical V/C Ratios (*)	.555
.100	Adjustment for Lost Time	.100
1.206	INTERSECTION CAPACITY UTILIZATION	.655
F	Level of Service	В

	LOS	Maximum
ICU		
	А	
. 60	В	
.70	С	
.80	D	
.90	E	
1.00	F	
n/a		

Intersection: SR-170 NB ramp & 1	Roscoe
AM Count Date: Exist+Prj w/Mit	
PM Count Date: Exist+Prj w/Mit	
AM Peak Hour: 7:15A-8:15A	PM Peak Hour: 4:30P-5:30P
Analyst: TDS	Agency: Los Angeles

+	1	No. of			Hour	
Hour						
V/C	Movement	Lanes	Capacity	Volume	V/C	Volume
1	NB Left	0	0	0		0
	NB Thru	0	0	0		0
	NB Right	1	1600	380	.238	1054
.659	I					
	SB Left	0	0	0		0
	SB Thru	0	0	0		0
	SB Right	f		775		1689
	Ι					
	EB Left	0	0	0		0
	EB Thru	2	3200	917	.287*	1379
.431*	EB Right	f		152		148
	I					
	WB Left	1	1600	192	.120*	102
.064*	WB Thru	2	3200	1140	.356	1550
.484	WB Right	0	0	0		0
 .611*	Right Turn	Adjustme	ent	NBR	.148*	NBR
• OTT .						

+				
+				
1.106	Sum of Critical V/C	Ratios (*)	.555	
.100	Adjustment for Lost	Time	.100	
INTERSECTION CAPAC	CITY UTILIZATION	.655	1.206	
F	Level of Service		В	
ICU			LOS	Maximum

ICU	
	A
.60	В
.70	
.80	C
.90	D
1.00	Е
	F
n/a	

Intersection: SR-170 SB ramp & Roscoe

AM Count Date: 4/25/01

PM Count Date: 4/24/01

AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P

+-----

Analyst: TDS

Agency: Los Angeles

+	-			No. of		AM Peak	Hour	PM Peak
Hour	I	I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C	I				1 1			
			NB Left	0	0	0		0
		I	NB Thru	0	0	0		0
		I	NB Right	0	0	0		0
1		Ι						
.175*	l	Ι	SB Left	1	1600	136	.085*	280
		Ι	SB Thru	0	0	0		0
.246	I	I	SB Right	1	1600	564	.353	394
		Ι						
 . 374 	I		EB Left	0	0	0		0
		Ι	EB Thru	3	4800	1635	.341	1794
		Ι	EB Right	0	0	0		0
		Ι						
.542*	I	Ι	WB Left	0	0	0		0
		Ι	WB Thru	3	4800	1537	.389*	2177
		Ι	WB Right	0	0	332		423
1		Ι						
.071*	I	I	Right Turn	Adjustme	ent	SBR	.268*	SBR

+-		
+		
.788	Sum of Critical V/C Ratios (*)	.742
.100	Adjustment for Lost Time	.100
.888	INTERSECTION CAPACITY UTILIZATION	.842
D	Level of Service	D

	LOS	Maximum
ICU		
	-	
. 60	A	
	В	
.70	С	
.80		
.90	D	
	E	
1.00	F	
n/a		

Intersection: SR-170 SB ramp & Roscoe AM Count Date: Exist+Prj PM Count Date: Exist+Prj AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+	I		No. of		AM Peak	Hour	PM Peak
Hour		Movement		Capacity			
V/C	I	110 v emerre	Lanes	capacity	VOLUME	V/ C	VOLUME
	I	NB Left	0	0	0		0
I							
		NB Thru	0	0	0		0
		NB Right	0	0	0		0
	I						
.175*	I	SB Left	1	1600	136	.085*	280
		SB Thru	0	0	0		0
	I	SB Right	1	1600	564	.353	394
.246	I						
		EB Left	0	0	0		0
	I	EB Thru	3	4800	1635	.341	1794
.378	I	EB Right	0	0	0		18
	I						
		WB Left	0	0	0		0
	' I	WB Thru	3	4800		.389*	2177
.542*						. 309	
I		WB Right	0	0	332		423
I	I						
.071*	I	Right Turn	Adjustme	ent	SBR	.268*	SBR

+				
+				
.788	Sum of Critical V/C	Ratios (*)	.742	
.100	Adjustment for Lost	Time	.100	
INTERSECTION CAPAC	ITY UTILIZATION	.842	.888	
D	Level of Service		D	
ICU			LOS	Maximum

	A
.60	
.70	В
.80	С
	D
.90	E
1.00	
n/a	F

Intersection: SR-170 SB ramp & Roscoe AM Count Date: Exist+Prj w/Mit PM Count Date: Exist+Prj w/Mit AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour	Ι		Movement		Capacity			
V/C			110 v chieff e	Laneb	cupucity	VOLUME	v / C	VOLUME
			ND I oft	0	0	0		0
I		I	NB Left	0	0	0		0
I		I	NB Thru	0	0	0		0
		Ι	NB Right	0	0	0		0
		Ι						
1754	I	Ι	SB Left	1	1600	136	.085*	280
.175*	Ι	Ι	SB Thru	0	0	0		0
		Ι	SB Right	1	1600	564	.353	394
.246		Ι						
		Ι	EB Left	0	0	0		0
.377	1	Ι	EB Thru	3	4800	1635	.341	1794
.3//	I	Ι	EB Right	0	0	0		14
1		Ι						
1		Ι	WB Left	0	0	0		0
.542*		Ι	WB Thru	3	4800	1537	.389*	2177
. 942	I	Ι	WB Right	0	0	332		423
1		Ι						
.071*	I	I	Right Turn	Adjustme	ent	SBR	.268*	SBR

+-		
+		
.788	Sum of Critical V/C Ratios (*)	.742
.100	Adjustment for Lost Time	.100
.888	INTERSECTION CAPACITY UTILIZATION	.842
D	Level of Service	D

	LOS	Maximum
ICU		
	A	
.60	В	
.70	D	
.80	С	
. 00	D	
.90	_	
1.00	E	
	F	
n/a		

Intersection: SR-170 NB off & Sheldon St AM Count Date: 4/30/01 PM Count Date: 4/24/01 AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+	·		No. of		AM Peak	. Hour	PM Peak
Hour	1	Movement					
V/C I		Movement	Lalles	Capacity	vorume	V/C	vorume
I	I						
I		NB Left	0	0	0		0
	I	NB Thru	0	0	0		0
		NB Right	0	0	0		0
I	I						
	I	SB Left	1.5		228		217
.136*	I	SB Thru	0	3200	0	.093*	0
I	I	SB Right			71		223
.139	1	02 1129110					
I	I	_					
I		EB Left		0	0		0
.273*		EB Thru	2	3200	656	.205	872
		EB Right	0	0	0		0
	I						
I		WB Left	0	0	0		0
		WB Thru	2	3200	1044	.326*	637
.199	I	WB Right	0	0	0		0
I			-	-	-		-
I	ı						
+	+						

SOCTIP EIS/SEIR Traffic and Circulati	on Technical Report	Description of	Alternatives
.409	Sum of Critical V/C Ratios (*)	.419	
.100	Adjustment for Lost Time	.100	
.509	INTERSECTION CAPACITY UTILIZATION	.519	
A	Level of Service	A	
		LOS	Maximum
ICU			
		А	
.60		В	
.70		С	
.80		D	
.90		E	
1.00		F	
n/a			

Description of Alternatives

Intersection: SR-170 NB off & Sheldon St AM Count Date: Exist+Prj PM Count Date: Exist+Prj AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+	I		No. of		AM Peak	Hour	PM Peak
Hour	I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C							
	I	NB Left	0	0	0		0
		NB Thru		0	0		0
	I	NB Right		0	0		0
1	1		Ū	C C	Ũ		ũ
	1	SB Left	1 5		228		217
.136*	I	SB Thru		3200	0	.093*	0
	1			5200	71	.095	223
.139	1	SB Right	0.5		/ 1		223
		EB Left		0	0		0
.273*		EB Thru	2	3200	656	.205	872
I		EB Right	0	0	0		0
1	I	WB Left	0	0	0		0
.246		WB Thru	2	3200	1044	.326*	787
.240		WB Right	0	0	0		0
	+						
+							

SOCTHP EIS/SEIR Traffic and Circulation	on Technical Report	Description of Altern	anves
.409	Sum of Critical V/C Ratios (*)	.419	
.100	Adjustment for Lost Time	.100	
.509	INTERSECTION CAPACITY UTILIZATION	.519	
A	Level of Service	A	
		LOS Max:	
ICU		LUS Max.	
		A	
.60 .70		В	
.80		С	
.90		D	
1.00		F	
n/a			

Description of Alternatives

Intersection: SR-170 NB off & Sheldon St
AM Count Date: Exist+Prj w/Mit
PM Count Date: Exist+Prj w/Mit
AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P
Analyst: TDS Agency: Los Angeles

+	I		No. of		AM Peak	Hour	PM Peak
Hour	I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C						, -	
			0	0	0		0
I		NB Left		0	0		0
I		NB Thru	0	0	0		0
	I	NB Right	0	0	0		0
	I						
.136*	I	SB Left	1.5		228		217
.130~	Ι	SB Thru	0	3200	0	.093*	0
100	I	SB Right	0.5		71		223
.139	I						
	I	EB Left	0	0	0		0
.273*	I	EB Thru	2	3200	656	.205	872
. 2 / 3	I	EB Right	0	0	0		0
	I						
	Ι	WB Left	0	0	0		0
.235	I	WB Thru	2	3200	1044	.326*	753
	I	WB Right	0	0	0		0
	I						
+	+						
_							

Traffic and Circulation Technical Report	cription of Alternatives
Sum of Critical V/C Ratios (*) .4	19
Adjustment for Lost Time .1	00
INTERSECTION CAPACITY UTILIZATION .5	19
Level of Service A	A
т	.OS Maximum
ICN	
.60	A
.70	В
.80	C D
.90	E
1.00 n/a	F

Intersection: SR-170 SB ramp & Arleta AM Count Date: 4/25/01 PM Count Date: 4/26/01 AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:45P-5:45P Analyst: TDS Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour		Movement					
V/C			Laneb	cupucity	VOLUME	v / C	VOLUME
I		ND I oft	0	0	0		0
I		NB Left					
.560*	I	NB Thru		3200		.263*	
I	Ι	NB Right	0	0	236		164
1	Ι						
.089*	Ι	SB Left	1	1600	384	.240*	142
.169	Ι	SB Thru	2	3200	1023	.320	542
. 105	Ι	SB Right	0	0	0		0
	Ι						
	Ι	EB Left	0	0	0		0
I	I	EB Thru	0	0	0		0
I	Ι	EB Right	0	0	0		0
I	Ι						
I	I	WB Left	0	0	0		0
1		WB Thru	0	0	0		0
I			0	0	0		0
I	1	WD RIGIL	0	U	0		U
I	Ι						
+	+						

.649	Sum of Critical V/C Ratios (*)	.503
.100	Adjustment for Lost Time	.100
.749	INTERSECTION CAPACITY UTILIZATION	.603
С	Level of Service	В

ICU	LOS	Maximum
.60	A	
.70	В	
.80	С	
.90	D	
1.00	E	
n/a	F	

Intersection: SR-170 SB ramp & Arleta
AM Count Date: Exist+Prj
PM Count Date: Exist+Prj
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:45P-5:45P
Analyst: TDS Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour	Ι	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C	Ι						
	I	NB Left	0	0	0		0
	Ι	NB Thru	2	3200	605	.263*	1627
.601*	I	NB Right	0	0	236		296
	Ι						
.089*	I	SB Left	1	1600	384	.240*	142
.089*	Ι	SB Thru	2	3200	1023	.320	542
.109	I	SB Right	0	0	0		0
	Ι						
1	Ι	EB Left	0	0	0		0
1	Ι	EB Thru	0	0	0		0
1	Ι	EB Right	0	0	0		0
1	Ι						
1	Ι	WB Left	0	0	0		0
		WB Thru	0	0	0		0
	Ι	WB Right	0	0	0		0
1							
+	+						

.690	Sum of Critical V/C Ratios (*)	.503
.100	Adjustment for Lost Time	.100
.790	INTERSECTION CAPACITY UTILIZATION	.603
С	Level of Service	В

ICU	LOS	Maximum
	 А	
.60	B	
.70	С	
.80	D	
.90 1.00	E	
n/a	F	

Intersection: SR-170 SB ramp & .	Arleta
AM Count Date: Exist+Prj w/Mit	
PM Count Date: Exist+Prj w/Mit	
AM Peak Hour: 7:00A-8:00A	PM Peak Hour: 4:45P-5:45P
Analyst: TDS	Agency: Los Angeles

+	, I		No. of		AM Peak	Hour	PM Peak
Hour	' I	Movement					
V/C		MOVEMENT	Lalles	Capacity	vorume	V/C	VOLUME
I							
I		NB Left	0	0	0		0
.592*	I	NB Thru	2	3200	605	.263*	1627
		NB Right	0	0	236		266
	I						
	I	SB Left	1	1600	384	.240*	142
.089*	T	SB Thru	2	3200	1023	.320	542
.169	I	SB Right	0	0	0		0
	I						
	I	EB Left	0	0	0		0
		EB Thru	0	0	0		0
I	I	EB Right	0	0	0		0
	I						
I	I	WB Left	0	0	0		0
I	I	WB Thru	0	0	0		0
I		WB Right	0	0	0		0
I	1	MD KIGHC	0	0	0		0
+	+						

.681	Sum of Critical V/C Ratios (*)	.503
.100	Adjustment for Lost Time	.100
.781	INTERSECTION CAPACITY UTILIZATION	.603
С	Level of Service	В

ICU	LOS	Maximum
.60	А	
.70	В	
.80	С	
.90	D	
	E	
1.00	F	
n/a		

Intersection: Sunland Blvd & I-	-5 NB on/off
AM Count Date: 4/24/01	
PM Count Date: 4/25/01	
AM Peak Hour: 7:15A-8:15A	PM Peak Hour: 4:30P-5:30P
Analyst: TDS	Agency: Los Angeles

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INTERSECTION CAPACITY UTILIZATION

+	+-						
Hour	I		No. of			k Hour	
V/C	I	Movement	Lanes	Capacity	Volume	V/C	Volume
I	I						
.171*	I	NB Left	1	1600	287	.179*	274
	I	NB Thru	2	3200	469	.147	745
.233	I	NB Right	0	0	0		0
	I						
	I	SB Left	0	0	0		0
	I	SB Thru	2	3200	952	.373*	441
.171*		SB Right		0	240		107
I		5D Right	0	0	210		107
	I						
	I	EB Left	0	0	0		0
I	I	EB Thru	0	0	0		0
.016	I	EB Right	1	1600	177	.111	26
.010	I						
I	I	WB Left	0.5		177		237
	I	WB Thru	0.5	1600	0	.111*	6
.152*	I	WB Right	1	1600	151	.094	296
.185							
+	+-						

.494	Sum of Critical V/C Ratios (*)	.663
.100	Adjustment for Lost Time	.100
.594	INTERSECTION CAPACITY UTILIZATION	.763
А	Level of Service	С

ICU	LOS	Maximum
	A	
.60	В	
.70	С	
.80	D	
.90	E	
1.00		
n/a	F	

Intersection: Sunland Blvd & I-5 NB on/off
AM Count Date: Exist+Prj
PM Count Date: Exist+Prj
AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P
Analyst: TDS Agency: Los Angeles

+	' I		No. of		AM Peak	Hour	PM Peak
Hour	'	Movement					
V/C		Movement	Lanes	Capacity	volume	V/C	volume
I	I						
.171*	I	NB Left	1	1600	287	.179*	274
.233	I	NB Thru	2	3200	469	.147	745
	I	NB Right	0	0	0		0
	I						
	I	SB Left	0	0	0		0
	I	SB Thru	2	3200	952	.373*	441
.171*	I	SB Right	0	0	240		107
	I						
	I	EB Left	0	0	0		0
	I	EB Thru	0	0	0		0
	I	EB Right	1	1600	177	.111	26
.016	I						
	I	WB Left	0.5		177		237
	I	WB Thru	0.5	1600	0	.111*	6
.152*	I	WB Right	1	1600	151	.094	296
.185	· I						
	1						
+	+						

.494	Sum of Critical V/C Ratios (*)	.663
.100	Adjustment for Lost Time	.100
.594	INTERSECTION CAPACITY UTILIZATION	.763
А	Level of Service	С

ICU	LOS	Maximum
	A	
.60	В	
.70	С	
.80	D	
.90	E	
1.00		
n/a	F	

Intersection: Sunland Blvd & I-5 NB on/off

AM Count Date: Exist+Prj w/Mit

PM Count Date: Exist+Prj w/Mit

AM Peak Hour: 7:15A-8:15A PM Peak Hour: 4:30P-5:30P

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Analyst: TDS

Agency: Los Angeles

+		·		No of		AM Peak	Hour	PM Peak
Hour		I	Movement					
V/C	I	1	Movement	Lalles	Capacity	VOLUME	V/C	VOLUME
		1		1	1.000	007	170+	074
.171*	I	I	NB Left		1600			
.233	I	I	NB Thru		3200		.147	
I		I	NB Right	0	0	0		0
I		Ι						
1		Ι	SB Left	0	0	0		0
.171*	I	I	SB Thru	2	3200	952	.373*	441
• ± / ±	I	Ι	SB Right	0	0	240		107
1		Ι						
1		I	EB Left	0	0	0		0
		Ι	EB Thru	0	0	0		0
		Ι	EB Right	1	1600	177	.111	26
.016		Ι						
		Ι	WB Left	0.5		177		237
		Ι	WB Thru	0.5	1600	0	.111*	6
.152*		I	WB Right					
.185			5 0	_				
1		' +						
+				· · 				-

.494	Sum of Critical V/C Ratios (*)	.663
.100	Adjustment for Lost Time	.100
.594	INTERSECTION CAPACITY UTILIZATION	.763
A	Level of Service	С

ICU	LOS	Maximum
.60	A	
.70	В	
.80	С	
.90	D	
	E	
1.00	F	
n/a		

Intersection: Sunland Blvd & I-5 SB on/off
AM Count Date: 4/26/01
PM Count Date: 4/24/01
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:15P-5:15P
Analyst: TDS Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour		I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C		, I					7 -	
I		1	NB Left	0	0	0		0
I		I						
.375*			NB Thru	2	3200	710	.294*	1041
I			NB Right	0	0	232		159
 .144*			SB Left	1	1600	434	.271*	230
		I	SB Thru	2	3200	752	.235	733
.229	I	I	SB Right	0	0	0		0
		I						
 .141	I		EB Left	1	1600	127	.079	226
.229*	1	I	EB Thru	0.5	1600	112	.104*	139
• 2 2 9 "	I	Ι	EB Right	0.5		54		228
		I						
		Ι	WB Left	0	0	0		0
I		I	WB Thru	0	0	0		0
			WB Right	0	0	0		0
1		I						
		+						
+								

.748	Sum of Critical V/C Ratios (*)	.669	
.100	Adjustment for Lost Time	.100	
.848	INTERSECTION CAPACITY UTILIZATION	.769	
D	Level of Service	С	
ICU		LOS	Maximum

ICU	
	А
.60	
.70	В
.80	С
	D
.90	Ε
1.00	F
n/a	-

Intersection: Sunland Blvd & I-5 SB on/off
AM Count Date: Exist+Prj
PM Count Date: Exist+Prj
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:15P-5:15P
Analyst: TDS Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour			Movement					
V/C		1	HOVEMENC	Lanes	Capacity	VOLUME	V/C	VOLUME
I		I						
I			NB Left	0	0	0		0
.375*			NB Thru	2	3200	710	.294*	1041
I		I	NB Right	0	0	232		159
1		I						
1		I	SB Left	1	1600	434	.271*	230
.144*		I	SB Thru	2	3200	752	.235	733
.229		I	SB Right	0	0	0		0
I		I						
I			EB Left	1	1600	127	.079	226
.141		1						
.229*			EB Thru		1600		.104*	
I			EB Right	0.5		54		228
I								
			WB Left	0	0	0		0
1			WB Thru	0	0	0		0
I		I	WB Right	0	0	0		0
I		+						
+								

.748	Sum of Critical V/C Ratios (*)	.669	
.100	Adjustment for Lost Time	.100	
.848	INTERSECTION CAPACITY UTILIZATION	.769	
D	Level of Service	С	
ICU		LOS	Maximum

ICU	
	A
.60	В
.70	
.80	C
.90	D
1.00	E
n/a	F
11/ a	

Intersection: Sunland Blvd & I-5 SB on/off

AM Count Date: Exist+Prj w/Mit

PM Count Date: Exist+Prj w/Mit

AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:15P-5:15P

+-----

Analyst: TDS

Agency: Los Angeles

+	I		No. of		AM Peak	Hour	PM Peak
Hour		Movement					
V/C I	1	Movement	Lalles	capacity	VOLUME	V/C	VOLUME
I			0	<u> </u>	2		2
I	I	NB Left	0	0	0		0
.375*		NB Thru	2	3200	710	.294*	1041
1	I	NB Right	0	0	232		159
.144*	I	SB Left	1	1600	434	.271*	230
	I	SB Thru	2	3200	752	.235	733
.229	I	SB Right	0	0	0		0
	I						
	I	EB Left	1	1600	127	.079	226
.141	I	EB Thru	0.5	1600	112	.104*	139
.229*	I	EB Right	0.5		54		228
	· I						
I		WB Left	0	0	0		0
I							
I	I	WB Thru	0	0	0		0
I	I	WB Right	0	0	0		0
I	I						
+	+						

.748	Sum of Critical V/C Ratios (*)	.669	
.100	Adjustment for Lost Time	.100	
.848	INTERSECTION CAPACITY UTILIZATION	.769	
D	Level of Service	С	
ICU		LOS	Maximum

	А
.60	В
.70	С
.80	D
.90	
1.00	E
n/a	F

Intersection: I-5 NB on/Rincon & Sheldon St
AM Count Date: 4/30/01
PM Count Date: 4/24/01
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:30P-5:30P
Analyst: TDS Agency: Los Angeles

+	Ι		No. of		AM Peak	Hour	PM Peak
Hour	I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C	'					.,	
I			0	0	0		<u>^</u>
I	I	NB Left		0	0		0
I	I	NB Thru	0	0	0		0
		NB Right	0	0	0		0
1	Ι						
1	I	SB Left	0	0	2		0
.008*		SB Thru	1	1600	2	.016*	0
.008.	I	SB Right	0	0	22		13
1	Ι						
1	I	EB Left	0	0	6		29
.388*	I	EB Thru	2	3200	1108	.401*	1001
	I	EB Right	0	0	168		213
	I						
.079*	I	WB Left	1	1600	192	.120*	127
		WB Thru	2	3200	1078	.338	682
.215	I	WB Right	0	0	4		6
I	+						
+							

.475	Sum of Critical V/C Ratios (*)	.537	
.100	Adjustment for Lost Time	.100	
.575	INTERSECTION CAPACITY UTILIZATION	.637	
А	Level of Service	В	
		LOS	Maximum

ICU	LOS	Maximum
.60	A	
.70	В	
.80	С	
.90	D	
1.00	E	
	F	
n/a		

Description of Alternatives

INTERSECTION CAPACITY UTILIZATION

Intersection: I-5 NB on/Rincon & Sheldon St
AM Count Date: Exist+Prj
PM Count Date: Exist+Prj
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:30P-5:30P
Analyst: TDS Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour	I	Movement		Capacity			
V/C I	1	110 V 0110110	241100	oup act of		., .	
I	1		0	0	0		0
I		NB Left	0	0	0		0
I		NB Thru	0	0	0		0
		NB Right	0	0	0		0
	I						
	I	SB Left	0	0	2		0
.008*	I	SB Thru	1	1600	2	.016*	0
.008^	I	SB Right	0	0	22		13
	I						
	I	EB Left	0	0	6		29
.388*	I	EB Thru	2	3200	1108	.401*	1001
. 500		EB Right	0	0	168		213
1	I						
.079*		WB Left	1	1600	192	.120*	127
		WB Thru	2	3200	1078	.338	682
.215	I	WB Right	0	0	4		6
I							
I	+						
+	•						

.475	Sum of Critical V/C Ratios (*)	.537	
.100	Adjustment for Lost Time	.100	
.575	INTERSECTION CAPACITY UTILIZATION	.637	
А	Level of Service	В	
		LOS	Maximum

ICU	LOS	Maxımum
	А	
.60		
.70	В	
.80	С	
.90	D	
1.00	E	
n/a	F	

Description of Alternatives

INTERSECTION CAPACITY UTILIZATION

Intersection: I-5 NB on/Rincon & Sheldon St AM Count Date: Exist+Prj w/Mit PM Count Date: Exist+Prj w/Mit

AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:30P-5:30P

+-----

Analyst: TDS

Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour		I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C		, T					, -	
I				0	0	0		0
I		I	NB Left	0				0
I		I	NB Thru	0	0	0		0
		I	NB Right	0	0	0		0
1								
1			SB Left	0	0	2		0
.008*	I		SB Thru	1	1600	2	.016*	0
	I		SB Right	0	0	22		13
1								
1			EB Left	0	0	6		29
.388*	I		EB Thru	2	3200	1108	.401*	1001
	I		EB Right	0	0	168		213
.079*	I		WB Left	1	1600	192	.120*	127
.215		Ι	WB Thru	2	3200	1078	.338	682
.210	I		WB Right	0	0	4		6
I		I						
I		+						
+								

.475	Sum of Critical V/C Ratios (*)	.537	
.100	Adjustment for Lost Time	.100	
.575	INTERSECTION CAPACITY UTILIZATION	.637	
A	Level of Service	В	
		LOS	Maximum

A .60 B .70 C .80 D .90 E 1.00 F n/a	ICU	LOS	Maximum
.60 B .70 C .80 D .90 E 1.00 F			
.70 C .80 D .90 E 1.00 F	.60	A	
.80 .90 1.00		В	
.90 D E 1.00 F		С	
E 1.00 F		D	
1.00 F	.90	E	
	1.00		
	n/a	F	

Intersection: Laurel Cyn & I-5 SB on/off AM Count Date: 4/26/01 PM Count Date: 4/24/01 AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:45P-5:45P Analyst: TDS Agency: Los Angeles

+	' I		No. of		AM Peak	Hour	PM Peak
Hour		Massamant					
V/C I		Movement	Lanes	Capacity	volume	V/C	volume
I							
I		NB Left	0	0	0		0
.364*	I	NB Thru	2	3200	704	.235*	1087
. 304		NB Right	0	0	48		77
	I						
		SB Left	1	1600	225	.141*	182
.114*		SB Thru	2	3200	659	.206	658
.206		SB Right	0	0	0		0
I	I						
I		EB Left	0	0	0		0
I	1						
I	I	EB Thru	0	0	0		0
I		EB Right	0	0	0		0
I							
.078*	I	WB Left	1	1600	70	.044*	124
		WB Thru	0	0	0		0
	Ι	WB Right	1	1600	173	.108	185
.116	I						
I	+						
+							

D

Ε

F

.556	Sum of Critical V/C Ratios (*)	.420	
.100	Adjustment for Lost Time	.100	
.656	INTERSECTION CAPACITY UTILIZATION	.520	
В	Level of Service	A	
ICU		LOS	Maximum
		А	
.60		В	
.70		С	

.80

.90

1.00

n/a

Intersection: Laurel Cyn & I-5	SB on/off
AM Count Date: Exist+Prj	
PM Count Date: Exist+Prj	
AM Peak Hour: 7:00A-8:00A	PM Peak Hour: 4:45P-5:45P
Analyst: TDS	Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour			Movement					
V/C			110 v chieff e	Laneb	cupucity	VOLUME	V / C	VOLUME
I				2	0	0		<u>,</u>
I		I	NB Left		0	0		0
.364*	I		NB Thru	2	3200	704	.235*	1087
I		I	NB Right	0	0	48		77
1		I						
		I	SB Left	1	1600	225	.141*	230
.144*	I	I	SB Thru	2	3200	659	.206	658
.206	I	I	SB Right	0	0	0		0
I		I						
I		·	EB Left	0	0	0		0
I								
I		I	EB Thru		0	0		0
I			EB Right	0	0	0		0
I		I						
.078*	I	I	WB Left	1	1600	70	.044*	124
	I	I	WB Thru	0	0	0		0
		I	WB Right	1	1600	173	.108	185
.116	I	Ι						
I		+						
+								

D

Ε

F

.586	Sum of Critical V/C Ratios (*)	.420	
.100	Adjustment for Lost Time	.100	
.686	INTERSECTION CAPACITY UTILIZATION	.520	
В	Level of Service	A	
ICU		LOS	Maximum
		А	
.60		В	
.70		С	

.80

.90

1.00

n/a

Intersection: Laurel Cyn & I-5	SB on/off
AM Count Date: Exist+Prj w/Mit	
PM Count Date: Exist+Prj w/Mit	
AM Peak Hour: 7:00A-8:00A	PM Peak Hour: 4:45P-5:45P
Analyst: TDS	Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour		Movement					
V/C I	1	Hovemente	Lanes	capacity	VOLUME	V/ C	VOLUME
I							_
I		NB Left	0	0	0		0
.364*		NB Thru	2	3200	704	.235*	1087
		NB Right	0	0	48		77
	I						
.137*	I	SB Left	1	1600	225	.141*	219
		SB Thru	2	3200	659	.206	658
.206		SB Right	0	0	0		0
		EB Left	0	0	0		0
	I	EB Thru	0	0	0		0
	I	EB Right	0	0	0		0
.078*	I	WB Left	1	1600	70	.044*	124
		WB Thru	0	0	0		0
		WB Right	1	1600	173	.108	185
.116	I						
	+						
+	-						

D

Ε

F

.579	Sum of Critical V/C Ratios (*)	.420	
.100	Adjustment for Lost Time	.100	
.679	INTERSECTION CAPACITY UTILIZATION	.520	
В	Level of Service	A	
ICU		LOS	Maximum
		A	
.60		В	
.70		С	

.80

.90

1.00

n/a

Intersection: Laurel Cyn & I-5	NB off
AM Count Date: 4/26/01	
PM Count Date: 4/25/01	
AM Peak Hour: 7:30A-8:30A	PM Peak Hour: 4:00P-5:00P
Analyst: TDS	Agency: Los Angeles

I No. of AM Peak Hour Hour	Jolume
\downarrow Morromont Janaa Canadity Valuma V/C V	/orume
Movement Lanes Capacity Volume V/C V/C	
NB Left 0 0 0	0
NB Thru 2 3200 348 .114 .300*	922
NB Right 0 0 18	38
 SB Left 1 1600 15 .009	49
.031* SB Thru 2 3200 675 .211*	643
.201 SB Right 0 0 0	0
	0
EB Left 1 1600 12 .008* .035*	56
EB Thru 0 0 6	6
EB Right 1 1600 202 .126	169
.106	
 WB Left 0 0 19	17
 WB Thru 1 1600 0 .023*	0
.034*	
WB Right 0 0 17 	38
Right Turn Adjustment EBR .107*	

+		
.400	Sum of Critical V/C Ratios (*)	.349
.100	Adjustment for Lost Time	.100
.500	INTERSECTION CAPACITY UTILIZATION	.449
A	Level of Service	А

	LOS	Maximum
ICU		
	A	
.60	В	
.70	С	
.80	D	
.90		
1.00	Ε	
n/a	F	

Intersection: Laurel Cyn & I-5	NB off
AM Count Date: Exist+Prj	
PM Count Date: Exist+Prj	
AM Peak Hour: 7:30A-8:30A	PM Peak Hour: 4:00P-5:00P
Analyst: TDS	Agency: Los Angeles

+			No. of		AM Peak	Hour	PM Peak
Hour		Movement		Capacity			
V/C I		HOVEMENC	Lanes	capacity	VOLUME	v/ c	VOLUME
I			0	0	0		<u>^</u>
I		NB Left	0	0	0		0
.300*		NB Thru	2	3200	348	.114	922
I		NB Right	0	0	18		38
	I						
.031*	I	SB Left	1	1600	15	.009	49
	I	SB Thru	2	3200	675	.211*	643
.201	I	SB Right	0	0	0		0
I		EB Left	1	1600	12	.008*	56
.035*		EB Thru	0	0	6		6
I		EB Right	1	1600	202	.126	169
.106			_				
I	1	WB Left	0	0	19		17
I							
.034*		WB Thru	1	1600	0	.023*	0
I		WB Right	0	0	17		38
1							
		Right Turn	Adjustme	ent	EBR	.107*	
1							

+		
.400	Sum of Critical V/C Ratios (*)	.349
.100	Adjustment for Lost Time	.100
.500	INTERSECTION CAPACITY UTILIZATION	.449
A	Level of Service	А

	LOS	Maximum
ICU		
.60	A	
	В	
.70	С	
.80		
.90	D	
	E	
1.00	F	
n/a	L	

Intersection: Laurel Cyn & I-5	NB off
AM Count Date: Exist+Prj w/Mit	
PM Count Date: Exist+Prj w/Mit	
AM Peak Hour: 7:30A-8:30A	PM Peak Hour: 4:00P-5:00P
Analyst: TDS	Agency: Los Angeles

+			No. of		AM Peak	: Hour	PM Peak
Hour		Movement		Capacity			
V/C I		Movement	Lalles	Capacity	vorume	V/C	vorume
I	Ι						
	I	NB Left	0	0	0		0
.300*	Ι	NB Thru	2	3200	348	.114	922
	Ι	NB Right	0	0	18		38
	Ι						
	Ι	SB Left	1	1600	15	.009	49
.031*	Ι	SB Thru	2	3200	675	.211*	643
.201	I	SB Right	0	0	0		0
I		2					
I			1	1.000	1.0	000*	E C
.035*		EB Left	1	1600	12	.008*	56
I	Ι	EB Thru	0	0	6		6
.106	Ι	EB Right	1	1600	202	.126	169
	Ι						
	Ι	WB Left	0	0	19		17
	Ι	WB Thru	1	1600	0	.023*	0
.034*	Ι	WB Right	0	0	17		38
I	I						
I		Right Turn	Adiustme	ent	FBR	.107*	
I	I	Augure rulli			יוסם	. 10 /	

+		
+		
.400	Sum of Critical V/C Ratios (*)	.349
.100	Adjustment for Lost Time	.100
.500	INTERSECTION CAPACITY UTILIZATION	.449
A	Level of Service	A

	LOS	Maximum
ICU		
	А	
.60		
.70	В	
.80	С	
	D	
.90	E	
1.00	F	
n/a	Ľ	

Intersection: I-5 NB on/off & Osborne St
AM Count Date: 4/26/01
PM Count Date: 4/25/01
AM Peak Hour: 7:15A-8:15A PM Peak Hour: 5:00P-6:00P
Analyst: TDS Agency: Los Angeles

+			No. of		AM Pe	ak Hour	PM Peak	
Hour	· I	Movement		Capacity				
V/C	1		Lunes	cupucity	VOLUM	0 070	VOLUME	
	1	NB Left	1.5		269	.168*	394	
{.187}*	1	NB Thru	0	3200	0	.100	0	
.187				3200		0.0.0		
		NB Right	0.5		332	.208	205	
I	I							
I	I	SB Left	0	0	0		0	
I		SB Thru	0	0	0		0	
.046	Ι	SB Right	1	1600	37	.023	74	
	Ι							
1	I	EB Left	0	0	14	{.009}*	0	
.417*	I	EB Thru	2	3200	839	.267	1335	
	Ι	EB Right	1	1600	677	.423	424	
.265	I							
	I	WB Left	0	0	0		0	
	I	WB Thru	3	4800	1004	.314*	1086	
.323	I	WB Right	0	0	631	.394	466	
	I							
	I	Right Turn	Adjustme	ent	SBR	.016*		
I								

+			
+			
.604	Sum of Critical V/C	Ratios (*)	.507
.100	Adjustment for Lost	Time	.100
INTERSECTION CAPAC	TITY UTILIZATION	.607	.704
С	Level of Service		В

	LOS	Maximum
ICU		
	A	
. 60	В	
.70		
.80	С	
	D	
.90	E	
1.00		
	F	
n/a		

		Intersection: I-5 NB on/off & Osborne St						
		AM Count I	AM Count Date: Exist+Prj					
		PM Count I	Date: Exis	st+Prj				
		AM Peak Ho	our: 7:15A	A-8:15A	PM Pe	ak Hour:	5:00P-6:00P	>
		Analyst: 1				y: Los Ar	ngeles	
+	+						PM Peak	
Hour	I	Movement	Lanes	Capacity	Volume	v/c	Volume	
V/C	I							
	I	NB Left	1.5		269	.168*	394	
{.187}*		NB Thru	0	3200	0		0	
.187	I	NB Right	0.5		332	.208	205	
	I	_						
		SB Left	0	0	0		0	
I	1	SB Thru		0	0		0	
I	1	SB Right				.023		
.046		SB RIGHL	Ţ	1000	57	.025	74	
	I							
I		EB Left	0	0	14	{.009}*	0	
.417*		EB Thru	2	3200	839	.267	1335	
.265		EB Right	1	1600	677	.423	424	
1	I	WB Left	0	0	0		0	
	I	WB Thru	3	4800	1004	.314*	1086	
.339	I	WB Right	0	0	631	.394	616	
.385	I							
1								

L

L

SBR

.016*

Right Turn Adjustment

+		
.604	Sum of Critical V/C Ratios (*)	.507
.100	Adjustment for Lost Time	.100
.704	INTERSECTION CAPACITY UTILIZATION	.607
С	Level of Service	В

ICU	LOS	Maximum
.60	A	
.70	В	
.80	С	
	D	
.90	E	
1.00	F	
n/a		

Intersection: I-5 NB on/off & Osborne St
AM Count Date: Exist+Prj w/Mit
PM Count Date: Exist+Prj w/Mit
AM Peak Hour: 7:15A-8:15A PM Peak Hour: 5:00P-6:00P
Analyst: TDS Agency: Los Angeles

+	I		No. of		AM Pea	ak Hour	PM Peak
Hour	I	Movement	Lanes	Capacity	Volume	e V/C	Volume
V/C	I						
		NB Left	1.5		269	.168*	394
{.187}*		NB Thru		3200	0		0
.187							
		NB Right	0.5		332	.208	205
	I						
	I	SB Left	0	0	0		0
·	I	SB Thru	0	0	0		0
	I	SB Right	1	1600	37	.023	74
.046	I						
	I	EB Left	0	0	14	{.009}*	0
	I	EB Thru	2	3200	839	.267	1335
.417*	I	EB Right	1	1600	677	.423	424
.265	I						
1	I	WB Left	0	0	0		0
	I	WB Thru	3	4800	1004	.314*	1086
.339		WB Right	0	0	631	.394	582
.364	I						
	l	Right Turn	Adjustme	nt	SBR	.016*	

+		
.604	Sum of Critical V/C Ratios (*)	.507
.100	Adjustment for Lost Time	.100
.704	INTERSECTION CAPACITY UTILIZATION	.607
С	Level of Service	В

ICU	LOS	Maximum
	А	
.60	В	
.70	С	
.80	D	
.90	E	
1.00		
n/a	F	

Intersection: I-5 SB on/off & Osborne St AM Count Date: 4/26/01 PM Count Date: 4/25/01 AM Peak Hour: 7:15A-8:15A PM Peak Hour: 5:00P-6:00P Analyst: TDS Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour		I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C			110 V Chieffe	Laneb	oupdoicy	VOLUMO	•, 0	VOTUNO
I		Ι						
I			NB Left	0	0	0		0
			NB Thru	0	0	0		0
		I	NB Right	1	1600	0	.000	0
.000		I						
I		I	SB Left	1	1600	303	.189	470
.294	I	I	SB Thru			15		6
.361*					1000		.209	
I			SB Right	0.5		320		571
		I	EB Left	0	0	0		0
I		Ι	EB Thru	2	3200	985	.498*	1050
.462*		I	EB Right	0	0	609		428
I			2					
I		I						
.009*	I		WB Left	1	1600	65	.041*	15
.425	I		WB Thru	2	3200	1127	.352	1361
	Ι		WB Right	1	1600	537	.336	344
.215		I						
I								
+		+						

.832	Sum of Critical V/C Ratios (*)	.748	
.100	Adjustment for Lost Time	.100	
.932	INTERSECTION CAPACITY UTILIZATION	.848	
E	Level of Service	D	
ICU		LOS	Maximum
		А	
.60		В	

.70	В
	С
.80	D
.90	E
1.00	
n/a	F

Intersection: I-5 SB on/off & Osborne St
AM Count Date: Exist+Prj
PM Count Date: Exist+Prj
AM Peak Hour: 7:15A-8:15A PM Peak Hour: 5:00P-6:00P
Analyst: TDS Agency: Los Angeles

+		, I		No of		AM Peak	Hour	PM Peak
Hour			Movement					
V/C		1	MOVEMENT	Lalles	capacity	vorume	V/C	vorune
I		1	NB Left	0	0	0		0
I								
I			NB Thru	0	0	0		0
.000			NB Right	1	1600	0	.000	0
I								
.294	I		SB Left	1	1600	303	.189	470
	1		SB Thru	0.5	1600	15	.209*	6
	I		SB Right	0.5		320		571
1								
			EB Left	0	0	0		0
			EB Thru	2	3200	985	.498*	1050
.462*			EB Right	0	0	609		428
I								
I			WB Left	1	1600	65	.041*	15
			WB Thru	2	3200	1127	.352	1361
.425			WB Right	1	1600	537	.336	344
.215		1	-					
I		' +						
+								

.832	Sum of Critical V/C Ratios (*)	.748	
.100	Adjustment for Lost Time	.100	
.932	INTERSECTION CAPACITY UTILIZATION	.848	
E	Level of Service	D	
ICU		LOS	Maximum
		А	
.60		В	

.70	В
	С
.80	D
.90	Е
1.00	
n/a	F

Intersection: I-5 SB on/off & Osborne St AM Count Date: Exist+Prj w/Mit PM Count Date: Exist+Prj w/Mit AM Peak Hour: 7:15A-8:15A PM Peak Hour: 5:00P-6:00P Analyst: TDS Agency: Los Angeles

+				No. of		AM Peak	Hour	PM Peak
Hour		· I	Movement					
V/C			Hovemente	Lanes	capacity	VOLUME	V7 C	VOLUME
I		1						
I		I	NB Left	0	0	0		0
I		Ι	NB Thru	0	0	0		0
.000	I	I	NB Right	1	1600	0	.000	0
	Ι	Ι						
I		Ι	SB Left	1	1600	303	.189	470
.294		Ι	SB Thru	0.5	1600	15	.209*	6
.361*		Ι	SB Right	0.5		320		571
I		I						
I			EB Left	0	0	0		0
I								
.462*	I	I	EB Thru	2	3200		.498*	1050
I		I	EB Right	0	0	609		428
I		I						
.009*	I	Ι	WB Left	1	1600	65	.041*	15
		I	WB Thru	2	3200	1127	.352	1361
.425		Ι	WB Right	1	1600	537	.336	344
.215	I	Ι						
I		+						
+								

.832	Sum of Critical V/C Ratios (*)	.748	
.100	Adjustment for Lost Time	.100	
.932	INTERSECTION CAPACITY UTILIZATION	.848	
E	Level of Service	D	
ICU		LOS	Maximum
		А	
.60		В	

.70	В
	С
.80	D
.90	Е
1.00	
n/a	F

Intersection: Laurel Cyn & Sheldon St AM Count Date: 4/24/01 PM Count Date: 4/26/01 AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:30P-5:30P Analyst: TDS Agency: Los Angeles

+			No of		AM Peak	Hour	PM Peak
Hour		Movement					
V/C		Movement	Lalles	Capacity	vorume	V/C	VOLUMe
I			_				
.023		NB Left			43	.027*	
.308*		NB Thru	2	3200	315	.197	581
I		NB Right	0	0	421	.263	405
		I					
		SB Left	1	1600	145	.091	112
		SB Thru	2	3200	658	.278*	362
.139		SB Right	0	0	231		84
I		I					
I		EB Left	1	1600	78	.049*	150
.094*		EB Thru	2	3200	715	.253	501
.193		EB Right		0	95		116
I			0	Ŭ	50		110
Ι			1	1 6 0 0	1 0 1	076	1 5 0
.094		WB Left		1600		.076	
.193*		WB Thru			806	.286*	
		WB Right	0	0	110		116
I							
'	-	+					

SOCTIIP EIS/SEIR <u>Traffic and Circulat</u>	tion Technical Report	Description of Alternatives		
.665	Sum of Critical V/C R	atios (*)	.640	
.100	Adjustment for Lost T	'ime	.100	
INTERSECTION CAP	ACITY UTILIZATION .	740	.765	
С	Level of Service		С	
ICU			LOS	Maximum
			А	
.60			B	
.70			C	
.80			-	
.90			D	
1.00			E	
			F	

n/a

|--|

+-----

Intersection: Laurel Cyn & Sheldon St

AM Count Date: Exist+Prj

PM Count Date: Exist+Prj

AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:30P-5:30P

Analyst: TDS

Agency: Los Angeles

+		I		No. of		AM Peak	Hour	PM Peak
Hour		I	Movement	Lanes	Capacity	Volume	V/C	Volume
V/C		, T						
I		I	NB Left	1	1600	43	.027*	36
.023								
.308*			NB Thru		3200	315	.197	
I			NB Right	0	0	421	.263	405
		I						
.070*	1	I	SB Left	1	1600	145	.091	112
			SB Thru	2	3200	658	.278*	362
.139		I	SB Right	0	0	231		84
I		1						
I		I	EB Left	1	1600	78	.049*	150
.094*								
.193		I	EB Thru		3200		.253	
I			EB Right	0	0	95		116
		I						
		I	WB Left	1	1600	121	.076	198
.124		I	WB Thru	2	3200	806	.286*	651
.240*		I	WB Right	0	0	110		116
I		I	2					
I								
+		+						

.712	Sum of Critical V/C Ratios (*)	.640
.100	Adjustment for Lost Time	.100
.812	INTERSECTION CAPACITY UTILIZATION	.740
D	Level of Service	С

ICU	LOS	Maximum
.60	A	
.70	В	
.80	С	
.90	D	
1.00	Е	
n/a	F	
11/ a		

Intersection: Laurel Cyn & Sheldon St
AM Count Date: Exist+Prj w/Mit
PM Count Date: Exist+Prj w/Mit
AM Peak Hour: 7:00A-8:00A PM Peak Hour: 4:30P-5:30P
Analyst: TDS Agency: Los Angeles

+		·		No. of		AM Peak	Hour	PM Peak
Hour	I	1	Movement					
V/C		1	Hovement	Lanes	capacity	VOLUME	v / C	VOLUME
		1	NB Left	1	1600	43	.027*	26
.023	I	I						
.308*	I		NB Thru		3200	315	.197	
I		I	NB Right	0	0	421	.263	405
I		I						
.070*	I	Ι	SB Left	1	1600	145	.091	112
.139	1	Ι	SB Thru	2	3200	658	.278*	362
	I	Ι	SB Right	0	0	231		84
		Ι						
		Ι	EB Left	1	1600	78	.049*	150
.193		Ι	EB Thru	2	3200	715	.253	501
	I	Ι	EB Right	0	0	95		116
		Ι						
		Ι	WB Left	1	1600	121	.076	187
.117	I	Ι	WB Thru	2	3200	806	.286*	617
.229*		Ι	WB Right	0	0	110		116
I		I	2					
I		' +						
+		T 						

.701	Sum of Critical V/C Ratios (*)	.640
.100	Adjustment for Lost Time	.100
.801	INTERSECTION CAPACITY UTILIZATION	.740
D	Level of Service	С

	LOS	Maximum
ICU		
.60	A	
	В	
.70	С	
.80		
.90	D	
	E	
1.00	F	
n/a	_	